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- ▶ **BETA RR430 BUSH BASHED**
- ▶ 2017 BMW R 1200 GS RALLYE X TESTED
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- ▶ DAKAR FINISHER PAVEY CLIMBS IN NEPAL



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June 2017

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# australasian DIRT BIKE

ISSUE #453  
JUNE 2017



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ADBMagazine

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EVERYBODY LOVES REDMOND



# IT'S KOWEN OFF!

## ARE ORGANISED TRAILRIDES THE WAY OF THE FUTURE?

**FIRST UP, FOR** those of you who were hoping to see the Kowen Forest Ride story in this issue, we're sorry to disappoint you but it's slated to run next time. The BMW R 1200 GS Rallye X launch report, on p74, was a last-minute addition to the mix because we have invites to the KTM 1290 Adventure and Royal Enfield Himalayan launches, which will run in the next issue, #454.

If you missed the event, you missed the best one yet. Rain in the lead up and even more awesome singletrack than last year ensured primo riding all weekend. The ride also saw a record number of entries, with over 900 people packed into the pines.

Despite having so many riders in one area, the conditions were excellent. Somehow everyone spread out over the three different loops and on the dualsport tour. There were even times when we were waiting 10 minutes just to see another human.

We had KTM's Dan Milner and Beta's Ben Grabham with us for



**DESPITE HAVING SO MANY RIDERS IN ONE AREA THE CONDITIONS WERE EXCELLENT**

the ride. Milner was popping his cherry as an organised-trailride participant and Grabbo was still a rookie, having attended only a few. They were blown away with how awesome the riding was and how well run the event was.

"Before I got here I thought it was going to be 30 or 40 blokes going for a ride. But then I drove through the gates and saw everyone camping and

thought this is massive! It was like a GNCCI!" Milner told ADB.

There was no queue for scrutineering, the line to sign-on lasted five minutes and the wait for food, drinks and even the dunny was never more than five minutes.

At an organised trailride you go at your own pace. While the track may be bunted off and arrowed like a race, it is far more relaxed.

There were difficult sections that provided plenty of entertainment. Hop off your bike and lap it up. Some keen punters were happy to go up and down one particular hillclimb until they couldn't climb any longer.

With other trailrides like the ones run by Dalby Moto in Qld, attracting over 1200 riders, it's no secret these events are growing while the off-road race scene is hurting (except Hattah and Finke, of course). So what are these organised rides doing right that the race scene isn't?

You'll have to tune in next issue for Milner's new column to find out!

### australasian DIRT BIKE

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Jason Anderson



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Photo: Husqvarna Motorcycles GmbH, S. Cudby





# Reed vs Dungey

## WHAT WENT DOWN AND HOW IT ALL STARTED

**AMA OFFICIALS HAVE** fined Chad Reed \$5000 following the Yamaha rider's run-in with defending AMA 450 Supercross champion Ryan Dungey in St Louis. Reed was docked five championship points and fined "after failing to acknowledge blue flags," an AMA press released says.

The incident happened in the 450SX Main. Reed was a lap down and running sixteenth when he was caught by Kawasaki's Eli Tomac and Dungey. Tomac passed Reed with ease but Dungey was unable to nail it for three laps.

Dungey would eventually get around Reed but, by that stage, Tomac had pulled a seven-second lead on the KTM rider and, with only four minutes and one lap remaining, Ryan was forced to settle for second.

The contention by Dungey, Red Bull KTM and the AMA was that Reed ignored blue passing flags for three laps and chose to ride on the

preferred racing line, making it difficult for Dungey to make a clean pass.

The AMA Supercross rulebook states under section 4.17 Flags and Lights: "It is the rider's responsibility to be aware of their surroundings at all times while on track. Safety is a main priority and the riders must obey all official signals and directions given to them. Any rider failing to do so may be penalised."

**a. Solid blue flag:**

**1. Indicates you are about to be overtaken by faster riders.**

**2. When conditions allow, move out of the fast line.**

**3. Hold your line (don't ride erratically) and do not impede the faster riders progress.**

**4. Riders disregarding the blue flag may be black-flagged at the discretion of race director."**

It is rumored that Reed's actions were the result of an exchange between the two champions in a heat race. Reed pulled a solid start and was leading but things got heated when Dungey attempted to make a pass for the lead. Dungey claimed Reed's blocking moves were dangerous and too aggressive. In a post-race interview, Dungey called Reed immature and said Chad was out to get him. Chad says he didn't hear the interview.

When the two met in the Main Event, despite being a lap down, Reed didn't do Dungey any favours and, according to AMA officials, "failed to follow the direction of the AMA officials indicated by the blue flag. In doing so, rider #22 did impede the

faster rider's progress".

The two riders had very different views. Dungey said: "I just don't know why [Reed] has to get involved with me and Eli's position. If he was on the same lap, I'd understand, I think we all would, but he's a lapper."

"I guess I don't know where this attitude and everything is coming from... That guy's been around a long time and, with that much experience, you'd think he would understand what it's like to be in the position that I am. But he has no respect for us and what we're doing, what we're trying to do. I have a lot of respect for the guy, still do, but tonight was a low blow."

To hear what Reed thinks about the penalty, check out his column on page 33.

## BOTH RIDERS SPOKE ABOUT THE INCIDENT AND THEY HAD VERY DIFFERENT VIEWS



# HEAVY METAL SHOW

THE ALL JAPAN Motocross Championship is a great place to see next year's fresh metal and prototype parts. It's often the first place the public gets to see future production bikes.

Last year it kicked off a world of hype for Honda's 2017 CRF450R and now Yamaha, Suzuki and Kawasaki look to be working on new bikes, with Suzuki's RM-

## Don't call us!

BEFORE YOU WRITE us an email about how wrong we are, we know these are factory race bikes and not a true indication of what will be standard on next year's production bikes, but that doesn't mean we can't speculate.

Z450 appearing to have the most changes at round one in Kyusyu.

ADB Technical Editor Mat Boyd has had his magnifying glass on images of the factory Kawasaki KX450F-SR and Yamaha YZ450FM plus images of the earlier revealed 2018 RM-Z450WS to sniff out changes that could appear on production models.



### KAWASAKI KX450F-SR

- No Showa SFF-Air TAC fork
- Larger-looking coolant pump
- Differently shaped front guard
- More solid rear chainguide
- Airbox cut away on both sides as per Boyd's Motorcycle Surgery best practice



### SUZUKI RM-Z450WS

- New plastics
- New frame
- New swingarm
- Plastic fuel tank instead of alloy
- New front and rear brake master cylinders
  - Fork not Showa SFF-Air TAC
- Larger oil filter cover and coolant pump
- Manual cam chain tensioner
- Allen-head plug in the rocker cover in line with the intake cam gear, possibly for checking timing and adjusting tensioner



### YAMAHA YZ450FM

- Oxygen sensor in exhaust system
- Reshaped plastics
- Smaller airbox lid, much like the Cycra plastics
  - Aluminium fuel tank
- Rear shock gas reservoir angled towards the rear of the bike, possibly to escape heat from the exhaust header pipe
- Rerouted coolant hoses from water pump, possibly for better protection
- Fuel line along right frame rail now hidden
  - Electric start





# HUSKY ADDS INJECTION

**HUSQVARNA HAS CONFIRMED** that next year's enduro strokers will have fuel injection. The announcement comes only weeks after KTM confirmed EFI for its versions of the bikes.

Dubbed the TE250i and TE300i, the Husky models will be available in Australia from January 2018.

Husqvarna claims the MY18 models will be completely new, following KTM's enduro range revamp this year.

Husqvarna Australia was unable to confirm a price but we expect the TE250i and TE300i to be priced slightly higher than their carburetted counterparts, meaning these models could be upwards of \$15,000 plus on-road costs.

Husqvarna extreme enduro racer Mitch Harper told *ADB* exclusively he expects the new technology to be ready to race. "We've known fuel injection for two-strokes was in the works for a few years so Husqvarna would have done plenty of testing to get it dialled in and close to perfect."



"I think injected two-strokes will be awesome. No more hassling around with jetting when you ride different tracks at different altitudes."

Information about the EFI system is very limited at this stage so keep an eye on [adbmag.com.au](http://adbmag.com.au) for updates.

## CLASSIC CANCELLED

**TROY BAYLISS EVENTS** and the Taree Motorcycle Club have confirmed the Troy Bayliss Classic will not be held next year. Increased costs and reduced income from 2017 have been given as the major reasons.

The organisers will use the break to find ways of making the event profitable. Despite the economic benefits to Taree and the mid-north coast region, they said the increasing costs had made it impossible to continue without more support from sponsors, government and race fans.

Event organiser Troy Bayliss said that while the decision was disappointing he hoped the Troy Bayliss Classic would return in 2019 with increased backing. "Unfortunately the cold, hard fact is the Troy Bayliss Classic is an expensive event to put on so, without some serious backing, it is just not financially viable," he said.

"While the 2017 event received support from local and national companies it was not enough to deliver an event that commands months of hard work from Troy Bayliss Events and the Taree Motorcycle Club. We could move the event to another state or track and gain significant tourism support, but Taree Motorcycle Club is where I started racing and



is the home of the Troy Bayliss Classic. It will be held at the Old Bar circuit, or it won't take place at all."

Taree Motorcycle Club president Craig Nelson said: "The event has been fantastic for the club, the town and the sport. It has put us and dirt-track racing on the map again, and we are very disappointed we won't host the event in 2018."

"Local businesses have really got behind the event, but more support is needed. I believe the rained-out 2016 event contributed to fewer spectators through the gate this year." Nelson said the club had much better facilities than five years ago.

"Spectator comfort and viewing have not been a problem since the infrastructure upgrades were completed. Hopefully the fans will return in 2019 and keep this event going."

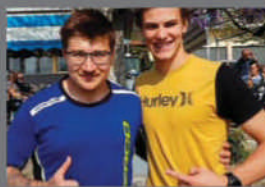
## KEARNS' SHERC' DEAL

**BEN KEARNS** will contest the Enduro World Championship for the Sherco CH Racing Team. The 18-year-old from Lithgow, NSW, is slated to begin his EnduroGP campaign at round two in Spain on the new 125SE-R in the Youth Enduro Class.

Defending EnduroGP World Champion Matt Phillips will be Kearns' teammate and a much-needed mentor for the young enduro rider who will be making his first appearance in the EWC. "At Christmas I followed up some contacts, thanks to Matthew Phillips, resulting in an offer to ride with the awesome Sherco CH Racing Team," said Kearns.

"I know I am extremely lucky - I've been to Europe several times and always planned to race there at some stage. The team owner (Fabrizio Azzalin) has a great history of Aussie riders riding for him, I hope I can keep the flag flying high!"

Kearns finished fourth in the AORC Enduro Junior class last year and aims to race the rest of the EWC.



## Sports Corner

### RACING, RACING AND MORE RACING

#### RUSSELL ON TOP

**FMF/KTM Factory Racing's Kailub Russell** has won three in a row in the **Grand National Cross Country Championship**. The four-time champ leads the **XC1 Open Pro** standings by 22 points over SRT/KTM's Steward Baylor. **Rockstar Energy/Factory Husqvarna Racing's Josh Strang** is still recovering from an ankle injury but posted a fifth and was 13th in the championship standings.

#### JONES UNDEFEATED

**Tayla Jones** is giving the competition little hope as she continues to dominate the **GNCC women's class**. Jones has four back-to-back victories and leads the standings by six points over KTM's Becca Sheets. Fellow Aussie Mackenzie Tricker is third in the standings.

#### PHILLIPS STARTS STRONG

Defending EnduroGP World Champion **Matt Phillips** is second in the standings after a gruelling opening round on his Sherco in Finland. Locals dominated in the freezing conditions. Finnish TM E2 rider **Eero Remes** won overall and Phillips' sixth overall made him the highest-placed non-Fin. KTM's Daniel Sanders finished seventh in E2.

#### CAN-AM AT FINKE

The side-by-side category at Finke is bursting at the seams and Can-Am SSVs make-up 29 of the 59 entries. The manufacturer will be hoping to repeat its clean-sweep of 2016.

#### GAJSER STRONG

Defending MXGP champion **Tim Gajser** is leading the standings after four rounds. The HRC Honda rider is 20 points ahead of multi-time champion Antonio Cairoli, KTM, and 37 ahead of Kawasaki's Clement Desalle. Suzuki's Jeremy Seewer leads MX2 while teammate Hunter Lawrence is 13th.



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Motorcycle pictured with additional KTM PowerParts.



# Ducati Off-Road Rider Training



**DUCATI AUSTRALIA HAS** announced a rider training and dualsport ride program. The two-level Ducati Adventure Riding Experience (D-A-R-E) program has been designed to help owners progress from a basic level to competent on a variety of terrain.

The training is being offered in Qld, NSW and Vic, with a range of motorcycles available for use on the programs. The training is not open to owners of other makes. Ducatis eligible for the training include the Multistrada 1200 Enduro, Multistrada 1200 Pikes

Peak, Multistrada 1200 and 1200 S, Multistrada 950, Scrambler Desert Sled and Scrambler Urban Enduro

The program is operated by George Foessel's Motor School, a registered training organisation with over 23 years' industry experience. "This is one of the most exciting projects I have been involved with for many years," Foessel said.

"I am a Ducati owner and have a passion for adventure bike riding and all the experiences that come with it. I have developed this program to ensure that it is

a safe and enjoyable experience for new adventurers and to ensure that they fully understand how to combine riding techniques with state-of-the-art safety technology to have the ability to get out and see this great world in safety. I really look forward to showcasing the capability, reliability and durability of the amazing Ducatis."

The training reflects the expanding range of off-road orientated Duke models, according to Ducati Australia chief executive Warren Lee.

"I know from my personal experience of off-road racing and riding, that adventure touring is simply one of the best and most enjoyable ways to see the world; whether it's just for a day, the weekend or longer," Lee said. "Depending what a rider may be seeking, through D-A-R-E we can now complement our products with riding training, trek and expedition experiences."

"We're very excited to be supporting George and his team and opening up the off-road and adventure world for our customers." D-A-R-E Expeditions will run an annual adventure ride with slots from two to 10 days.

Dates and locations are at [www.d-a-r-e.com.au](http://www.d-a-r-e.com.au)

## Industry Corner

### ALL THE GOSS IN THE BUSINESS

#### MA APP

Motorcycling Australia has moved into the 21st century with the announcement of an iOS and Android app. The app is designed to provide competitors and officials with access to their membership, view their rider profile, do their renewals and access licence messaging.

#### LEGAL DR200

Suzuki's entry-level DR200 is now road legal. The latest version will retail for \$6190 rideaway in Champion Yellow No. 2 and Solid Black colour schemes and is backed by Suzuki's 12-month, unlimited kilometre warranty. ADB tested the DR200 (#433) and found it to be a great choice for beginner riders or farmers looking for a reliable and efficient trailbike.

#### MORE MOTOREX

Motorex has extended its support of the International Six Days Enduro to 2019. Motorex began its sponsorship last year and, after a successful first year, has decided to continue its support while offering Club team and Vintage Trophy riders the chance to enter the "Motorex Challenge", which gives them free on-site Motorex lubricants.

#### AMSOIL BOSS DIES

Amsoil Inc. founder Al Amatuzio has died at 92. Amatuzio founded Amsoil in 1972 after 25 years in the U.S. Air Force and released the world's first synthetic oil to meet American Petroleum Institute service requirements.

#### TOMAC STAYS GREEN

Kawasaki USA has inked a multi-year contract extension with Eli Tomac. Tomac joined the team last year and has seen great success with it. Details of the deal have not been released.

#### MOTORCYCLES SALES DOWN

Motorcycle sales are down by 13.4 per cent in the first quarter compared with the same period in 2016. Sales for the first three months totalled 21,794 compared with 25,160 last year.

## JUNIORS JOIN THE CRU

**YAMAHA AUSTRALIA'S** stepping up support of junior riders at Australian Off-Road Championship (AORC) rounds and the Australian Four-Day Enduro (A4DE). The "bLU cRU Assist" truck will be at every AORC event and the A4DE to help junior riders with spare parts, mechanical assistance and race advice.

Junior and Under-19 riders will be able to get emergency parts and accessories from the truck for the YZ85, YZ125 and YZ250F. Plus, an experienced race mechanic will be on site to offer help.

"For the past few years, I have been looking for a way to assist the younger riders in off-road and the bLU cRU Assist truck is



just the start of several things we have planned for the future," Yamaha motorsport manager Ray Howard said.

"In motocross, Yamaha has the world-recognised Step-up program that has been very successful here in Australia with our supported race teams. Road racing also has something similar in place with its R3 Cup, YRD and YRT-supported riders and race teams but there has been no structure like that in off-road."

"The bLU cRU Assist truck is there to help riders get through the weekend and know they have the right advice and equipment to get the best result possible."

## CRAIG TO FILL IN

**CHRISTIAN CRAIG WILL** fill in for injured Honda rider Ken Roczen in the AMA Pro Motocross series. Craig will race Roczen's factory CRF450R when the outdoor championship gets underway at Hangtown on 20 May.

The Geico Honda rider is a seasoned 450cc competitor, having competed in the premier class in 2009, 2011, 2012 and 2014 with a best finish of seventh. "Honestly, when I got the call that factory Honda wanted me to fill in, I couldn't stop smiling," Craig said.

"To have this opportunity is an honour. I'll do everything in my power to make the team and Kenny happy they chose me."





# Kawasaki

# KLR650

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# Kawasaki



# State of the Nation

OUR WRAP OF WHAT'S GOING ON AROUND AUSTRALIA

## NORTHERN TERRITORY

- Daniel Field led the way in the Top End Motocross Club Natural Terrain series after two rounds. Field was leading the Pro Open Class championship heading into the final round on April 23. Ayden Bridgeford was leading the Pro Lites class.
- The Katherine Motocross Club was forced to cancel several events due to inclement weather. The club posted a video of its track completely under water.

## WESTERN AUSTRALIA

- The Lightweight Motorcycle Club in Byford has had \$17,000 worth of building materials stolen from its property. The alleged theft occurred between 24 March and 25 March. The materials were bought with federal grant money to build an undercover area for the club.
- The MWA Night of Champions will now be held on Friday, 13 October. The move to the earlier date comes after feedback from the MWA members.



## NEW ZEALAND

- Taupo's Brad Groombridge is dominating the New Zealand Cross-Country Championship after winning the second round at Mosgiel. The reigning champ has Auckland's Sam Greenslade nipping at his heels but, with two rounds left at Marlborough and Cambridge, Suzuki's Groombridge is in the box seat.
- Cody Cooper has made it five titles in a row, winning the New Zealand MX1 Championship. The Honda pilot from Mount Maunganui completed a successful series at Taupo beating Dean Ferris and Rhys Carter in the championship. Takaka's Hamish Harwood successfully defended his MX2 title.



## SOUTH AUSTRALIA

- Dualsport riders, take note. Lane filtering is now legal in South Australia. Riders can filter between traffic that does not exceed 30km/h. They must also ensure it is safe to do so. School zones, pedestrian crossings, bicycle, bus and trams lanes are still off limits. And don't bother even trying it on singletrack.





## QUEENSLAND

- Luke Weaver dominated the opening round of the CQMX series in Emerald, winning every race in the Senior Open class. Carl Goss and Richard Egerton finished second and third respectively.
- The Inglewood Trailride scheduled for the 1st and 2nd of April, was postponed due to bad weather. New dates will be advised.
- Richie Evans, Luke Weaver and Riley Norman were the placegetters at Round 1 of the TNQMX in Townsville. Evans won all four races.



## NEW SOUTH WALES

- The opening rounds of the Australian Off-Road Championships, which were due to be held in Dungog, were postponed due to the large amount of rain in NSW. The terrible weather resulted in logistical issues and damaged tracks.
- Tye Simmonds recently completed the Back 'O Bourke Ride for Cancer bicycle ride. Spanning three days, 375 kilometres and three rivers, the ride featured cyclists who have all been affected by cancer. They travelled between Dubbo and Bourke to raise funds for a room at the Macquarie Home Stay. The homestay will provide affordable accommodation for patients requiring treatment at the Dubbo Base Hospital and their families.



## VICTORIA

- Wayne Holdsworth has resigned from his position as CEO of Motorcycling Victoria. Holdsworth (second from right) has been with MV for over three years.
- Broadford is looking a million bucks after going through some big changes. Amongst the improvements is refurbished motocross toilets, an improved motocross track, a new PeeWee track, new camping area, new water tanks, 250 trees planted and a new childrens playground at the dirt track.
- Mason Semmens was the big winner at the first round of the Victorian Junior Motocross Championship. Semmens won all three races in the 250cc A-Grade class at Cobram. Regan Duffy and Bailey Malkiewicz finished second and third.



## TASMANIA

- The second round of the MX State Championships at Penguin were postponed due to unsafe riding conditions caused by rain.
- Hugh McKay took out the second round of the Coastal Motocross Club Championship at Blackwood Park. McKay beat Brandon Gray and Alex Whitchurch in the Pro Open class.





# Heroes of The Small Screen

EVERYTHING YOU MAY HAVE MISSED ONLINE



## WHAT DID I MISS!?



### REDMOND ON REED

ADB's social commentator, Redmond, has offered his opinion on the Chad Reed vs Ryan Dungey blue flag controversy.

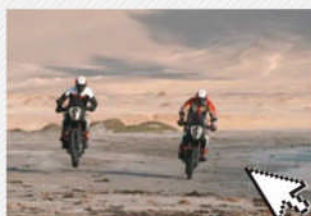


### SCIENCE OF SUPERCROSS – GATE PICK

Gate pick is crucial to a rider getting a good start. Jeremy McGrath talks about how riders pick their gates.

### KTM 1290 LAUNCH PERU

KTM launched its new 1290 Super Adventure R in Peru and put together an epic video to showcase the event.



NEED MORE THAN JUST THE MAGAZINE FIX? WELL WE HAVE MORE CONTENT ONLINE...

### HIMALAYAN RUMBLE

Ever thought of escaping to the Himalayas? ADB Editor Mitch Lees does and has booked a trip with Nevermind Adventure in July. Mitch can't wait for some Indian cuisine but we bet his guts can...



### EXTREME TRAINING WITH BILLY BOLT

Billy Bolt can do some freakish stuff on a dirtbike. Watch how he trains for extreme enduro events



### TENERE TRAGICS

The 2017 Ténéré Tragic Tasmanian Devil Run traversed Tasmania for a fantastic week of riding in some of the island's most scenic locations.



## VIDEO OF THE MONTH

### 250 MX SHOOTOUT

Check out the highlights video from ADB's 2017 250 Motocross Shootout at The Island Action Sports Complex.

See the video at [adbmag.com.au](http://adbmag.com.au)





## OFF OUR FACE

### POST OF THE MONTH



#### LEATT IT GO

What do you think of the new Leatt GPX Helmet? Keen to put it through some brain bashing...

**Cameron Trevarthen** I'd been hanging for the release of these in Oz. They tick all the boxes in terms but there is a big fitting issue, with the helmet having a protruding 'lump' dead centre of the forehead that sits very uncomfortably on the noggin.

**Rob Kamelsafari** That's a very cool looking helmet. Nothing like Matt's "I'm Special" helmet.

HERE'S A TASTE OF THE MOST POPULAR ITEMS ON OUR FACEBOOK PAGE. BE PART OF THE ADB COMMUNITY AND FOLLOW US AT: [FACEBOOK.COM/ADBMAG](https://www.facebook.com/adbmag)



#### REED DOCKED AND FINED

Chad Reed was docked five championship points and fined \$5000 for failing to move out of the way as Dungey lapped him.

**John Barlow** If Reed was slow and Dungey was fast, then why didn't the muppet think of changing his line and going past. He was never going to beat Tomac anyway.

**Shane Litzow** KTM would have put more than enough pressure on the AMA to get this to happen, considering no immediate penalty was given.. just sayin..



#### STICKER FIX

Check out what we found digging around the #ADBmag archives! Does anyone still have these stickers?

**Sasha Lewis** Yep, still have them in the draw waiting to be used lol

**Stephen Borham** Yep. Floating around in a box somewhere in the house.

**Tyson Obst** Pride of place on the toolbox!!

## INSTAGRAM RAMBLINGS



UPLOAD YOUR BEST SNAPS AND HASHTAG US AT #ADBMAG

### GRAM OF THE MONTH

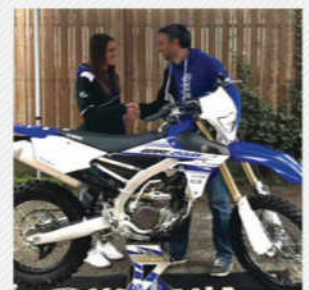
#### @TOBYPRICE87

Now it's time to bust my ass for the next four weeks to try to get back on my bike... I'm still not ready yet but I'm trying my best  
Need to be at #Finke



#### @MISSJESSGARDINER

Today I picked up my bike ready to finally start this 2017 season. Excited? Yes! Lucky? Maybe! Time to work hard with my new WR250F. Very privileged to meet this great group of guys today and can't thank Philip enough for the support and all he is doing for me this year. Could not be happier and excited to ride for Philip Motos in France and Europe. They have already made my life so much easier here with not only the bike but helping prepare it, paperwork etc and, coming a long way from home, it's great to see some friendly and passionate people with the same goal! Allez viva la France!



#### @ELITOMAC

Well they never said it would be easy, Superman and all, we got it done. Thanks, team! (Superman was in practice, unintended)





# The top of the Goss

BITE-SIZED BANTER TO TAKE TO YOUR WATERING HOLE



## NEW YZ450F?

The All-Japan National Motocross Championship always provides some eye candy for bike lovers. The series often is a proving ground for the Japanese manufacturers. Keen observers have noted a potential overhaul of the YZ450F with the Yamaha Factory Team running the 2018 YZ450FM as their race bike. If the production 2018 YZ450F follows suit, then we can expect a new frame and swingarm, plus some changes to the airbox/fuel tank/radiator shroud layout. Also on the cards is electric start, although the engine appears unchanged externally.



## REARDON SWITCHES UP?

Apparently Dan Reardon, who is currently following the AMA circuit, will be back to contest the Australian Supercross Championship. But a little birdy tells us it won't be on a Yamaha. Reardon, the 2015 ASX Champion has been a key part of the CDR Yamaha team for two years, but looks set to part with the Victorian-based team on his return to the country. We can't tell you what colour he will be riding, but we can tell you it will probably be another Japanese brand. Stay tuned.



## TONKOV ARRIVES

Aleksander Tonkov finished 10th in his MX Nationals debut at Wonthaggi, but he did so after 10 months off the bike and only a weeks preparation. The Russian had his 2016 MXGP campaign halted after breaking his back in a training accident. The 24-year-old from Kungur signed with the Mega Bulk Fuels Monster Energy Kawasaki Racing Team (how is that for a mouthful?) to compete on a KX450F in the MX Nats. Needing a change of scenery, Tonkov chose Australia despite some offers to ride in the U.S.





## DESERT WHISPERER

The Finke Desert Race is arguably the biggest and most important off-road race on the Australian calendar. With the desert classic just around the corner, we are starting to hear some whispers drifting down from Alice Springs.

**TYE-GONE** - Tye Simmonds' name has been removed from the entry list. The Bourke, NSW, rider originally committed to the race, but it now looks as though we won't see Tye racing at all in 2017. Rumour has it his contract was torn up because he wanted to race just SX and Hattah. Or maybe he's the bloke we're talking about on the next page.

**WHAT IS CHUCKY UP TO?** - There are whispers that Daniel 'Chucky' Sanders may not be entirely happy in Europe. On a recent visit to Oz, Chucky posted a clip of himself testing a KTM 500 EXC with GDR suspension, hinting at a new challenge that he will reveal soon. Could Chucky be bound for Finke? Or was he simply testing for Hattah in July?

**SIMMO ON FIRE** - Apparently Jack Simpson has been killing it while pre-running up in Alice Springs. The KTM rider has stepped up to the 450 SX-F after finishing 11th outright on a 250 SX-F last year. We could see the Yarra Valley, Victoria, rider right up in the thick of it.

**ENTRIES INCREASED** - The entry limit has been increased to 650 motorcycle riders due to overwhelming demand. Some regular competitors have expressed displeasure at this due to the additional dust and logistical issues in getting every rider away on Day 1.

**SIDE BY SIDES RULE** - UTV's are the second most popular race vehicle behind bikes. With 26 entries in the Superlite A class and 33 in the Superlite B class, the UTV classes have the most entries in the Car/Buggy division. Unfortunately we almost certainly won't see them trouble the Pro Buggies or the Extreme 2WD's, but hey, we can hope, can't we?

**PLUGGER IS BACK** - Tony 'Plugger' Lockett is set to compete again, with his name next in line on the waiting list at the time of writing. The VFL/AFL goal-kicking legend is looking fit as a fiddle and will pilot a KTM 500 EXC down to Finke. Plugger can ride, so look out.



Tye Simmonds



Jack Simpson



## By the Numbers

25  
Years since CDR Yamaha began

48  
Championships won by CDR  
in that time

9  
Times a manufacturer other than  
KTM or Honda has won Finke

5000  
Dollars missing from Chad's piggy  
bank after his clash with Dungey

318 MILLION  
Crazed Americans chasing  
Reed with pitchforks

0  
Cares given by Eli Tomac  
during this saga

## Did you know?

Did you know that Oakley got its start making motocross grips? Founder Jim Jannard named the company after his dog and began selling motorcycle parts out the back of his car at races.

### QUOTE OF THE MONTH

"Dungey hasn't replied to a text all year, so I skipped him, and CR22 said no thanks"

- Steve Matthes on trying to get Dungey and Reed on the Pulp MX Show.





# Without Fear of Failure

IT DOESN'T MATTER IF YOU'RE DAKAR CHAMPION TOBY PRICE OR THE HUMBLE ADB OFFICE JUNIOR, THE FEAR OF FAILURE IS REAL

## SAVATGY RUNS DOWN OFFICIAL

### SUPERCROSS IS

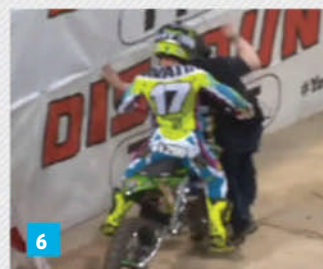
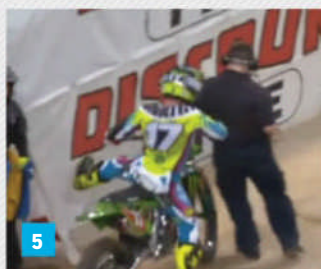
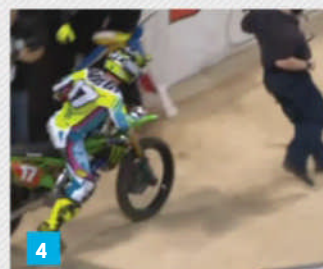
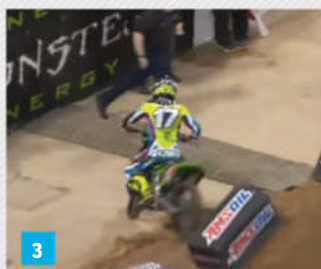
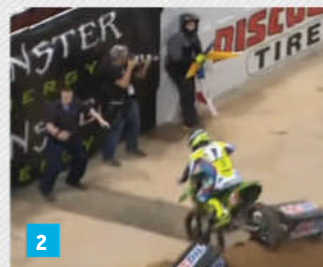
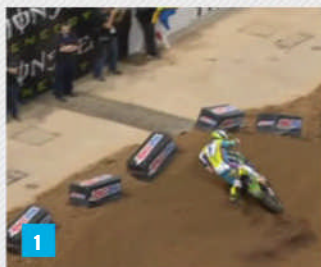
**DANGEROUS**, it brings on many changes. Standing trackside at supercross is even more risky than a *M.A.S.H.* episode when Joey Savatgy is riding. Savatgy pulled a solid start in the 250SX Main in St Louis and, by the second turn, had control of the race. At the halfway point, the Kawasaki rider had a seven-second lead over Jordon Smith and was looking good for another win.

But, as every rider knows, it's not over 'til it's over and, exiting a turn before a rhythm section, Savatgy cross-rutted and was spat off the side of the track onto the slippery cement.

He managed to keep the thing on two-wheels, but while the pack of photographers and officials froze, a lone zebra tried to clear the out-of-control Kawasaki rider.

Like a kangaroo hopping down the road trying to avoid an oncoming car, the official made a dog's breakfast of keeping clear of Savatgy. Joey T-boned the official and almost fell over, again. By this point his seven-second lead had vanished and Smith had gone sailing past.

Savatgy eventually found the track and salvaged second, retaining his 250 East championship lead.



## BOYDY BOGGED

### LOCAL KNOWLEDGE

**FAILED** the great Mat Boyd on a recent Beta test at Boyd's local riding spot on the Central Coast. Boydy was eager to show Mitch, Grabbo and Olly around his neck of the woods so he suggested we take a couple of Betas that needed testing for a ride to Catharine Hill Bay pub.

We'll give it to Boydy, the

riding was epic. But record rainfall turned some normally easy sections into a challenge.

Where things went south for Boydy was within crawling distance of the pub. We could smell the schnitty cooking as we approached a shallow water crossing 50 metres from the beer garden.

Keen to impress, Matricio went charging in on the Beta



480RR thinking nothing of it but the earth opened up and what looked like solid sand was actually quicksand and swallowed the Beta up to the airbox. Grabbo found an easier line around so Mitch and Olly followed and made a

b-line for the bar.

Boydy eventually wrestled his bike free and made it there. Wet, muddy and full of excuses the bitter man went straight to the bar. "I'll take a pink lemonade." — Boydy's drink of choice.



# EVERYONE BUT TONI BOU

**IT'S A SHAME** trials doesn't get the same level of recognition as supercross and motocross because while everyone's attention is on the AMA and MXGP, a Spaniard named Toni Bou is racking up world title after world title and is now up to 21 thanks to his 2017 X-Trial championship.

Since 2007 no one has been able to beat Bou – it is a title-winning streak not only unseen in trials but in any sport. He has won 10 consecutive outdoor world titles, from 2007 to 2016, and 11 indoor titles, from

2007 to this year.

Why can no one beat him? The trials community has failed to produce another rider who can even come close and it is amazing competitors still turn up to events. Chris Birch reckons Bou is a magician and Con Thermos reckons if Bou races extreme enduro (which has been rumoured) everyone, including Graham Jarvis, should just retire.

At 31 he's still got plenty of years left in him, but will anyone be able to beat the crazy Spaniard?



# MILNER DOWN

**KTM'S DAN MILNER'S** AORC season was nearly over before it began. With Round 1 of the AORC canned, Milner headed to the Kowen Forest Ride in

the pitch black Milner attempted to hop a fence on his way to get a steak sambo. He face planted hard. It was funny. He was okay.

# TOO FAST

**WE HEARD A RUMOUR** the KTM 500EXC-F was too fast for a certain factory rider and, as a result, he pulled out of Finke. Some are claiming this year's

model gets an extra 20km/h, reaching nearly 200km/h. We don't blame the rider, we we'd our pants in a strong cross wind on the Hume Highway



# BRING YOUR SNORKEL

**THE EAST COAST** of Australia sweltered through one of the hottest, driest summers on record and, just as things were cooling down, for the racing season someone turned on the tap. Cyclone Debbie was responsible for the most damage and dumped half a metre of rain on some areas of Queensland and northern NSW. Queensland Moto Park in Coulson closed its doors for a few days to allow the track to drain, North Brisbane Junior Motorcycle Club postponed its practice days and the Jimboomba supercross track was completely under water.

Ranch MX in NSW had to turn riders away because of the rain and Macarthur Motorcycle Club postponed its club race day until after its round of the MX Nationals. All this in a week!

Then on 1 April, Motorcycling Australia announced that rounds one and two of the Australian Off-Road Championship would be postponed – and it wasn't an April Fools joke.

Dungog is notorious for tough conditions and the crazy weather didn't go easy on the pothole capital of Oz. We were surprised to hear the event had been postponed, as enduro riders don't mind a bit of mud. However, in it's diplomatic way, MA explained the access roads to the event could see a lot of trucks and cars struggle to make it and claimed the tracks were unrideable.

The news would be frustrating for some teams and riders but for those struggling to prep new bikes in time, we don't think they'll be too upset with the news.





# Your Shout

HAVE A RANT, ON US, COS WE'RE NICE LIKE THAT!



## CONGRATULATIONS

Congratulations Max! You've won a Motul Air Wash Kit valued at \$99.95 from our great mates at Link International, (07) 3382 5000, [linkint.com.au](http://linkint.com.au)

**SEND IN YOUR LETTERS AND YOU COULD BE OUR NEXT WINNER!**



## MOUTH OF THE MONTH

### PRELOAD CONFUSION

In issue #451, Technical Editor Mat Boyd wrote about using the preload adjusters to set static sag in the fork. Other issues of ADB state more virtues of adjusting the preload – more drive, better handling, etc.

In my experience with

motorbike suspension, spring rates are usually linear and the only role of the preload adjusters is to keep the springs in place by compressing them. If you have too much sag, winding the preload up does not make the spring stronger. Alternately if you want more sag, backing the

preload off will not soften the spring. The only way to adjust sag is to change the spring/s to a different strength.

Preload adjusters preload the spring – that's all.

Max

*You are correct in saying that most motorcycle suspension springs have*

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linear windings and adding more preload will not change the rate of the spring. What it does do, is change the amount of initial force it will take to get the spring moving. Take a 5.0kg/mm spring for example. This spring will require 5kg to compress it each millimetre. So at full length (free length), this spring will require 5kg to get it to start moving. But if we add 5mm of preload to the spring, then it will require 25kg to get it to start moving. So the more

preload we add to a spring, the more load it will take to get the spring to start moving. By adjusting the preload we are able to adjust the height at which the front and rear of the bike sits. This is how we change the characteristics of the bike. A spring with more preload adds more tension to the shock or fork, causing the bike to sit higher in the stroke. Suspension is a very dark art. I hope this helps.

**Technical Editor Mat Boyd**

## TRAVEL INSURANCE

Hey guys, I'm heading over to Spain for a riding tour with Dust Devils next week. I'm trying to find travel insurance providers that cover dirtbike riders overseas. Who do you guys use or recommend?

**Jared Fiedler**

*Most travel insurance companies specify whether motorcycle riding is covered and you'll have to pay a higher premium. We have a feature coming up on insurance to ride in North America so we'll do some digging on Europe now as well. We don't take out travel insurance when we go overseas for work because we're covered by workers' comp.*



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- 27380100 Side Stand Enlarger RRP \$66.00
- 41970011 25mm Handlebar Risers RRP \$99.00
- 29870000 Handlebar Bag RRP \$99.00
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- 26970101 Rear Brake Reservoir Protector RRP \$33.00
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**R1200 GS**

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## UNHAPPY CUSTOMER

I was wondering how you guys rated the 2017 Husqvarna TE300 as the best bike out of the box (ADB #450)? I bought one and it is the worst bike out of the box ever. No bottom-end power and suspension that is too plush. It blows through the stroke and wallows at speed. I can say that my 2015 Gas Gas 300 is a way, way better bike and I have recently ridden the 2017 Beta 300 and, again, a way better bike out of the box.

Steve

Sorry to hear you feel that way about the TE. It's always an exciting time getting a new bike and you don't want to be let down.

We use pro testers who are affiliated with particular brands but cannot score the brands they ride.

Quite often we see brands go through a patch of producing excellent bikes and then, a few years later, someone else steps up their game. It happened with Honda and then Yamaha and now KTM and Husqvarna are the ones to beat.

I understand your concerns regarding the TE300. There is no doubt that when the Husky comes out of the crate, there is room for improvement. You are not the only rider out there to experience jetting problems with the Mikuni VMX38. Both Husky and KTM know that there is a problem and are working on a fix, and working on fitting EFI. I will be the first to report on it when a jetting fix comes to light.

Okay, on to the test. I want to give you an insight into how it all went down. Both the Husky and Kato at the start of the day were way off. The new carbies weren't cutting it and it looked like there was gonna be a surprise winner. Both the Beta and Sherco were jetted crisp out of

the box. We rode all day and the Husky and Kato were back and forth getting jetting changes. After many, many laps and many chats between mechanics and riders, we came up with a setting that worked really well. It was only then that the Husky had a chance at the title. And it won by the slimmest of margins.

As far as suspension goes, the Husky is soft and I have mentioned that in every one of my ADB Garage stories. I have my long-term TE300 running on the stock suspension and I have raced with it. While I think it is soft, I think as an out-of-the-crate enduro bike, it's quite good. And our four other testers agreed. I am happy to take a call from you and give you advice on your Husky. I'd even be happy to meet up and go for a ride (if you're around Sydney) and help you with some set-up. The Beta was better at slow riding and the Sherco a little too racey. The Husky did it all.

Enduro Editor Geoff Braico

## MATHS FAIL

Loving the mag mate, great read! I have a question about Geoff Braico's segment in Rear Guard which I read with interest as I have a 2017 TE300. I thought it was a misprint in the last edition (#452) but it was exactly the same in the April edition (#451). Why is Geoff calling 60:1, 200ml of oil in 10 litres? That would be 167ml of oil to 10 litres of fuel, or 1.67%. Looking forward to your reply.

Geoff Graham

You got us! We asked Braico after your email came through and turns out he's been telling people porkies! His math skills let him down and he worked out 200ml of oil to 10 litres to be 60:1, instead of 50:1. We have since enrolled Geoff in a mathematics for adults course at his local TAFE.



Steve isn't happy with his new Husqvarna TE300. Remember kids, try before you buy

I WAS WONDERING HOW YOU GUYS RATED THE 2017 HUSQVARNA TE300 AS THE BEST BIKE OUT OF THE BOX? I BOUGHT ONE AND IT IS THE WORST BIKE OUT OF THE BOX EVER!

## BOOT WASHING HACK

Giddy guys, just thought I would share my little trick for washing my boots without filling them up with water. Nice, cheap outdoor table works a treat.

Cameron Kings







INTRODUCING  
**FRONT LINE MX**



Front Line MX  
Matte White Speed  
w/ Prizm Torch Irid.

Front Line MX is the latest addition to Oakley's High Impact line of goggles. It is optimized for a wide variety of faces and is engineered to fit perfectly with most helmets. Designed with Oakley's Ridgeloek Technology, changing lenses is quick and easy while still allowing for a complete lens seal to prevent dirt & moisture from penetrating into your goggle. Oakley's larger 50mm Roll off kit is available for the ultimate in performance & vision



Front Line MX  
Factory Pilot Blackout  
w/ Prizm Torch Irid.



Front Line MX  
TLD Sig. Starburst Blue Org.  
w/ Prizm Sapphire Irid.

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\*The Fiat Professional Ducato is the most powerful front wheel drive van in its class, with 3.0L Multijet 132kW/400Nm across the range. Maximum short wheelbase Fiat Ducato payload is 1,560kg and maximum capacity is 8m³. © Fiat Professional is a registered trademark of FCA Group Marketing S.p.A





**CHAD REED**  
**STILL**  
**BAD ARSE**

# CRASHING IS NOT MY STYLE

## NO HARD FEELINGS WITH RYAN DUNGEY

**IT HAS BEEN** a pretty rough couple of weeks, that's for sure. For whatever reason, nothing has gone right. On the incident with Ryan Dungey in St Louis, I disagree with the penalty, I don't accept it and we will see what we can do to try and change it.

It is pretty obvious this race director seems to be making crazy decisions just for me. When you go back and look at the lap times, Ryan did 53sec while he was behind me and then dropped into 54/55sec the whole time he was behind the Millsaps/Barcia battle. So, on paper, he lost more time from them, but they didn't receive fines.

It has been suggested that I retaliated for comments Ryan made after the heat race. I wasn't aware of what he'd said until after the final. At some point, enough is enough; you have to make a stand.

I have raced in over 200 Mains. Of those 200, in some way shape or form, a lapper

has always played a role in the outcome of the race, be it good or bad. I have had it go both ways, so in this instance, I feel like I was a victim of my name.

I am happy to report that Ryan and I talked in Seattle and there are no hard feelings. If I was in his shoes I probably would have done the same thing. I told him my side, and he admitted some things which I was happy to hear. While I did take some positives from Seattle, it was another frustrating weekend.

In my heat race, I rode tight, so it was good for me to have to go through to the semi. On the last lap of the semi, I looked at the triple under the table and knew it was doable. In the Main, I committed and launched it. Eli (Tovac) was in front of me and had done the same, so I tried to gauge off him. By hitting the triple, we started passing guys pretty fast. I believe in the end we were the only two who did it.



**A LAPPER HAS**  
**ALWAYS PLAYED A**  
**ROLE IN THE**  
**OUTCOME OF THE**  
**RACE, BE IT GOOD**  
**OR BAD**

Unfortunately, on the fourth lap, a rock got stuck in my rear brake. It was as if the bike was stuck in third gear. I tried to bounce and shake it out, but in the end, I had to

pull into the mechanic's area and have it removed.

I went back out and pushed hard. It was good to feel comfortable out there. I liked the track and the conditions, but I have never seen it rocky like that before.

There have been a lot of things that have gone completely wrong with no explanation. I have crashed a lot, and that is not me.

It has been tough to keep trying, regroup and hold my head high. The focus is still to get a win. I need to shake off the negatives and keep making progress.

Finally, I want to say to all of you race fans in Australia, get behind local events. It was sad to hear the news that the Troy Bayliss Classic dirt track won't happen next year. These sort of events need massive support. Personally; I hope it returns in 2019 as it is an event I have on my bucket list to do in years to come.





JEMMA WILSON

FASTEST FILLY  
IN SCHOOL



# WOMEN RIDERS ARE TOPS

SECOND OFF-ROAD CAMP OUT HAPPENING IN JULY

**IT FEELS LIKE** a lifetime since I last raced. Apart from a bit of a go up in Yeppoon, Qld, at a club endurocross, the A4DE was my last race and that was all the way back in November. I am feeling a little lost and am sure that I am not the only one. The reason you ask? Queensland Enduro is struggling to get races happening, while the AORC calendar was always going to kick off late, but Cyclone Debbie has made it even later. So my last few months have been filled with uni and coaching instead.

From 2007 to 2011 I studied Law. It was, as you can imagine, a huge workload. So much dull reading, but as we humans forget the bad stuff pretty quickly (Why else would racers continue after injury, or women have more than one baby?) I signed up this year to do a post-graduate high school teaching degree.

I've only had my head back in the books for a little over a

month and I have already found myself wondering ... "Why am I putting myself through this again?" This time around, however, it is only a year, and I am finding teaching really interesting. This coming school term I start prac. I'm sure I am in for a shock and am trying to prepare myself for today's classroom and adolescent.

Twenty seventeen feels like the season of coaching. I have

THE BIGGEST,  
GREATEST, MOST  
EXCITING EVENT  
SINCE MY LAST  
COLUMN WAS  
THE FOX  
WOMENS  
OFFROAD CAMP  
OUT #1

had a few one-day groups, and 'one on ones' at an amazing property in Gympie called 'Ant Hills'. Women's Week up here in Queensland was a success. For the Women Only day I paired up with Jess Gardiner and took 53 ladies out bush to tackle singletrack, logs and hills. I also spoke to some roadbike ladies at Queensland Moto Park, which was awesome and a new experience for me.

The biggest, greatest, most exciting event since my last column was the Fox Womens Off-road Camp Out #1, in my home town of Gympie. It was amazing.

The idea behind the camp is to get girls out on their bikes, learning skills and techniques and improving but, just as importantly, meeting other women who ride. It's about creating a dirtbiking community of ladies. When we were putting the Camp Out together I thought about all the ladies making friends but

have since realised that I would get to have the same experience and am widening my circle of friends. Chicks who ride are the best. The Camp Out is still a baby and I am so excited about its future. Camp Out #2 is in Batemans Bay in July. Details and entries at [jemmawilson.com.au](http://jemmawilson.com.au).

This is my first season in six years that I am not racing the World Enduro GP's and seeing Jess Gardiner head over to do a full season of the world, European and French championships and Tayla Jones in America absolutely bloody killing it, leaves me slightly nostalgic but also super glad to be at home with my fiancée and Lila (my beautiful puppy).

So, that's my last two months. There has been no racing and I have stayed local, but I've still been busy. But I really cannot wait to get down to Victoria and race Round One of the AORC and have the race season finally start.



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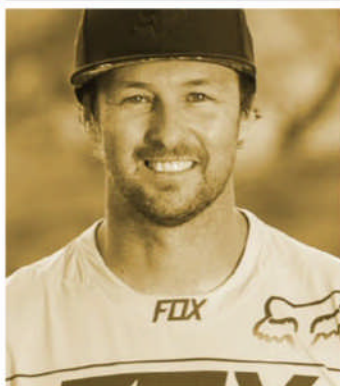
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LEE HOGAN

## BEHIND THE SCENES



# BRONTE LIVES ON IN RACE MEET

## CLUB GOES ABOVE AND BEYOND FOR FORMER CHAMPION

**BRONTE HOLLAND HAD** the motocross world at his feet. The gun rider from a small town in Victoria called Kaniva, just 25km from the South Australian border, was known to all of us as a rider that would do whatever it took to win and who loved "living the crazy life" along the way, as he would put it.

After winning multiple championships in a stellar junior career, Holland made regular appearances on the podium in MX2 before tragedy struck. In 2007, Holland crashed while training and the resulting broken neck saw him wheelchair bound.

Bronte died from a stroke in 2009. The motocross community was shattered and there was a huge funeral service. Eight years later he hasn't been forgotten and the Horsham Motorcycle Club recently ran the first Bronte Holland Memorial Race.

The event will be an annual showcase on the national calendar.

"In the time that Bronte was racing, even though he was from Kaniva, he was always proud to be a member of our

club and we always thought of him as one of our own," Horsham club president Kenny Watts said.

"We are just so honoured to be able to put on an event like this in Bronte's memory." His parents, Brendan and Sue Holland, gave the club a replica of Bronte's 2003 Honda CR125 race machine fitted with the #1 plate which Bronte won that year as the state champion.

The club was gob-smacked with the gift, which was presented at the riders' briefing of the meeting. Mrs Holland said the club had done an enormous amount for both Bronte and them over the years and they wanted to give something back.

The feature event of the Bronte Holland Memorial was a 125cc Cup. With Bronte's usual junior race number being #17, there was a lot of emphasis put on that number throughout the event. The duration of each 125cc Cup feature race was 17 minutes.

The drop of the gate for race one on each day was 11.17am. "It was 17 years ago that Bronte first rode a 125cc,"



THE DROP OF THE GATE FOR RACE ONE ON EACH DAY WAS 11.17AM

Watts said. "We were certainly going to include the number 17 as much as we could."

Bronte's younger brother Grady decided that he wanted to come and race the memorial event and take it one step further by racing Bronte's actual Honda CR125R (above), which had been kept by the family in mint condition.

The race day brought back a lot of fond memories for Grady, who was really enjoying himself while clocking some fast laps but a

mishap over-jumping the finish line tabletop would see Grady badly break his leg, needing surgery and some serious metalwork.

"It's definitely not the way I would have liked to finish this weekend," he said.

"But it was just awesome to get out there on Bronte's 125 and hold the thing wide open. He would have loved it."

Alongside Bronte's CR125 in the Horsham clubrooms sits some immaculately framed Holland 711 jerseys and memorabilia such as front numberplates etc.

There's also plenty of other superstars up on the walls, with jerseys from Cheyne Boyd, Josh Cachia, Kade Mosig, Ford Dale and Todd Waters, among others.

It's a true credit to the club and the Holland family for making such an event happen and conducting it in such a professional way. Bronte will always be remembered as an awesome talent, a great mate who would do anything to help someone in need, and a true sportsman who always had time for the kids and any of the fans, for that matter.



# SPECIAL FX

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# FAMILIARIZE YOURSELF WITH MITCH EVANS

AFTER WINNING THE MXD CHAMPIONSHIP LAST YEAR, SERCO YAMAHA'S MITCH EVANS IS READY TO TAKE ON THE WORLD. WE CATCH UP WITH THE YOUNG CHAMP



**Where did you grow up?**

I grew up in Cairns, Qld.

**Why did you get into bikes?**

My uncle bought my cousin (Jackson Richardson) a bike, then he suggested that my Dad should buy my brother and I one.

**Do you remember your first helmet?**

It would have been an HJC helmet with a fin on top!

**Did you ever rock a set of work boots instead of moto boots when you first started riding?**

I remember one day I forgot my boots and I had to wear Dad's T-Boots.

**What do you love about riding a motorcycle?**

I'm a competitive person, so I love that feeling of always needing to be better than the people I am riding with.

**What are your goals in the sport?**

My goal is to race for a factory team overseas.

**What are your goals for this year?**

I want to be smart and consistent throughout the series and finish top five.

**What is your biggest achievement?**

The 2016 MXD championship.

**How would you describe yourself as a rider in terms of style or technique? Are there any riders that you would compare your style to?**

I like to think of myself as more of a technically correct and smooth rider.

**Is there anything that would make you sell your bike?**

I would sell it for a guaranteed seven-figure job.

**Do you have a crazy/funny story from racing?**

I flipped my 125 off the start

line at the 2012 Aussie juniors. That was pretty embarrassing.

**Have you ever played Pokemon Go? What are your thoughts on it?**

I played it for about five minutes then I deleted it.

**Did you have any weird collectables growing up?**

In 2015 I got into Rubik's Cubes and ended up collecting a few of them.

**Do you use Tinder?**

I have a swipe every now and then, but that's about it.

**What is your favourite movie?**

I struggle to sit through a whole movie but I just watched *The Wolf of Wall Street* and that was good.

**What's the saddest movie you've watched?**

I'm a big dog person, so *Red Dog* was pretty sad.

**Celebrity crush?**

Margot Robbie.

**If you could swap places with any person for a day, who would it be?**

Dan Bilzerian

**Favourite food?**

Cookies and cream ice cream.

**What sort of music do you listen to?**

Some ASAP Rocky, All Day, Thundamentals, Violent Soho; just whatever is on the radio really.

**Do you have any other hobbies? If you could do another professional sport, what would it be?**

I'd play golf because they get paid a lot. But I need a lot of practice.

**If you weren't racing bikes, what would you be doing?**

I deferred my university offer for Bachelor of Aviation, so I guess I'd be doing that.

**Who is your favourite pro?**

Ken Roczen

**If you could ride in any location in the world, where would it be?**

The tracks in NZ always look pretty rad.

**Do you have any sponsors, family or friends that you'd like to thank?**

Serco Yamaha, Yamaha Australia, Answer, 100%, Dunlop, Yoshimura, Hinson Racing, Galfer, Cosmetic Gasket, Factory Connection, Brisbane Dirt Bike Services, Pro Taper, VP Racing Fuels, Bell Helmets, Fitstop Australia, ASN Cairns, my whole family and Mike Ward

I LIKE TO THINK OF MYSELF AS MORE OF A TECHNICALLY CORRECT RIDER WHO IS GENERALLY PRETTY SMOOTH







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The Zac Speed Sprint R-3 is designed for short, fast and competitive rides. It's minimalist design and aggressive graphics contribute to its racing flavour. It includes the new CONFIGR8 adaptive harness. The backpack has a three-litre bladder and vented TPR waist belt system. Also available is the POV harness that integrates compatibility for mountable video cameras.

**SPRINT R-3 (standard harness): \$179.95**

**POV harness: \$59.95**

Zac Speed, [zacspeed.com.au](http://zacspeed.com.au),  
0402 727 597



**Back  
to the  
Future**



## ALTA REDSHIFT MX

We've all seen KTM's Freeride E, but so far there hasn't been many options in the way of race-ready, full-size, competition electric dirtbikes. San Francisco-based Alta produces a bike called the Redshift MX which is designed to be the equivalent of a 250cc motocross bike. The bike puts out 40hp, weighs about 121kg and has a run time of about three hours. It comes complete with WP suspension, Brembo brakes and Bridgestone tyres. There is also a supermoto version. The bikes aren't available in Australia yet, but stay tuned. Could this bike compete against the 250s in Motul MX2 at the nats? Could we ever go to a race and hear nothing but the crowd?

**We  
wish**



## TRAILBOSS 0.0

Drones are on-trend and are getting used for things like spying on neighbours, picking up a Bunnings' sausage and pissing off people on the beach.

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Of course, it will also film you so you can show your mates your half-arsed monos and it will even signal for help. This piece of kit costs more than a new Atomik, but we're telling you, it's worth it!

The TrailBoss works by linking up with a network of satellites that send information back to Earth to calculate location, speed and time. Wait, isn't that just the same as a GPS? Coming soon to a store near you. Or not. **PRICE \$3642.27**



SOIL SAMPLE

MUDDY MONDAY

TIGHT-ARSE TUESDAY

WHEELIE WEDNESDAY





## MUD FIGHT

**RIDER: TIM GAJSER**

The FIM Motocross World Championship MXGP of Indonesia was from all accounts, an absolute bogger. This photo was taken during free practice, the first track session of the weekend, and things only got worse!

Torrential rain soaked the low-grade track so officials cancelled qualifying and gave riders gate pick based off their practice times. MX2 Race 2 was cut short and MXGP Race 2 was cancelled all together.

Defending MXGP Champion, Tim Gajser, had to accept his seventh place finish in Race 1 as officials used that to determine overall placing while MX2 riders were credited for where they were at when Race 2 was Red Flagged. It's called the wet season for a reason.

**PHOTO: BAVO SWIJGERS**

***“The track here was very muddy but with all the rain they’re having I am not surprised!” Tim Gasjer***



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# BETA FOUR-TIRTY



## THE BADGE MAY NOT SAY 450, BUT THE BETA 430RR IS STILL A WINNER

**FOR NEARLY A** decade, 250cc and 450cc machines dominated the capacity battle. But nowadays, with the exception of Yamaha's WR450F, manufacturers' 450s are being outsold by alternative capacities. According to FCAI figures, Sherco's bestseller is the 300SEF-R, while KTM's 500EXC-F, 350EXC-F and 300EXC machines all outsold the 450EXC-F. The Husqvarna TE300 and FE350 also flew out from dealers faster than you can spell 450, so it's no surprise that Beta has moved the goalposts with its 430RR. Perhaps it's just a clever marketing ploy, but one thing's for sure, the new 430RR is awesome and is no longer just a KTM alternative.

It wasn't well publicised, but the 2017 Beta's underwent some serious surgery. The 2016 Beta 430 was a slow, under-sprung trailbike, but the 2017 is very different. Most of the changes were in suspension upgrades. The length of the Sachs USD fork has been increased by 5mm, which has increased the travel, while Liqui-Moly oil reduces heat build-up and the dreaded stiction. It also has different internal settings in regards to shims, while the top outer fork tubes have a different profile, with different tapers to aid flex. You wouldn't have read all this in a press release because Beta didn't make it public but we discussed it in our launch report in issue #444. Instead, we had to tie down a redheaded Ben

Graham and threaten him with exposure to sunlight unless he told us what he saw in the Beta factory on his visit to Italy last month.

The Sachs shock has new valving specs (again, something Beta did not publicise) and finer high/low speed adjustment. The result is a fork and shock that isn't soft like previous years, but isn't harsh either. It's progressive, comfortable and rarely deflects off small, choppy bumps. In fact, we were so impressed, that Mat Boyd and myself agreed the suspension was just as good, if not better, than the impressive suspension on the 2017 KTM four-strokes.

I've never been a huge fan of Sachs suspension, but after a day on the 430RR I've changed my mind. It was comfortable, consistent, steadfast and predictable all at the same time. It was exceptional. The triple clamps have been redesigned so they are lighter and more rigid. I'd like to say the 430 suspension is suited to trail or race conditions, but I can't. It suits both. Sure, no bike out of the crate is setup to handle fast race conditions in standard trim, but this gear will suffice for most clubman and even B-grade enduro racers.

The 430RR engine has

come alive in 2017. But like the suspension, Beta forgot to make noise about this. For 2017 the power was far more accurate and responsive. But thanks to the unique stepper motor that Beta employs, the power is still smooth and linear even with the added aggression. To achieve this Beta changed the camshaft, valve springs, starter gears (which were lightened), and adapted the ECU to suit the mods. The end goal was to maximize power but keep that signature smooth Beta feeling. The engine is easily one of the best power plants I've ridden. It has the torque to chug up hills and the responsiveness to fly through singletrail.

A common misconception about the beta engine is that it's slow. This is not the case. The stepper motor smooths out the power and, unlike the KTM engine that hits abruptly, the Beta 430RR power comes on smoothly like Barry White.

The entire Beta range also receives a new-look speedo that incorporates a timer, average and max speeds and a battery voltage reading. The fuel cap now features a built in breather valve to vent the tank, while new graphics, silver rims with black spokes give it a fresh look.

*Mitch Lees*

## *The 430RR engine has come alive in 2017*



### SPEX

#### ENGINE

TYPE DOHC, four-valve  
DISPLACEMENT 430.9cc  
BORE & STROKE 95mm x 60.8mm  
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FUEL METERING Synerject 43mm EFI  
TANK CAPACITY 8.0L  
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CLUTCH Wet multi-plate

#### DIMENSIONS

WHEELBASE 1490mm  
SEAT HEIGHT 940mm  
GROUND CLEARANCE 320mm  
WEIGHT 112.5kg dry

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FRONT Sachs USD 48mm fork  
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## SECOND OPINION

I was surprised by the Beta. I didn't expect it to be that good. The power is a massive improvement over previous models. It's a lot stronger through the mid-range and bottom-end. The engine was like a motocross engine because the bottom-end was so strong. But it was still easy to ride. It didn't feel heavy and you didn't have to muscle it around trees. The suspension and handling was better than I expected. We usually complain about Betas being unbalanced but there isn't anything I would change on this one. We jumped it over rocks and through whoops and there wasn't anything it couldn't do.

*Tech Editor Mat Boyd*



## WHY THE ODD CAPACITIES?

We reckon it's a clever marketing strategy to distinguish their bikes. Even if they are legitimately a 430, that's never stopped manufacturers in the past from rounding off to the nearest 50 (i.e. Husky's FE 501 is actually a 510.4cc, which Kato calls a 500). Beta claimed its customers wanted lighter, more agile bikes and the best way to achieve this was to produce an engine with a shorter stroke and reduced reciprocating mass. "This was possible with minimal loss of outright power and torque. So in 2015 a new set of smaller-capacity engines was born; the RR390, RR430 and RR480," Beta said.

1. Tidy digital dashboard
2. Sachs shock has been revalved
3. Yes, that is a kickstarter
4. Power at the push of a button





## ENDURO TEST | 250T SHOOTOUT

WORDS // GEOFF BRAICO PHOTOS // JOSH EVANS







# NEW World ORDER

AS THE SMOKE CLEARS, WE RATE THE LATEST  
AND GREATEST TWO-STROKE ENDUROS

**I**t is set to be a big year for 250cc two-stroke enduro weapons, especially in the World Enduro Championship as the FIM has changed the classes around, dropping the previous E1, E2 and E3 categories for a redefined EnduroGP (over 250cc) and Enduro2 (up to 250cc). Suddenly, 250 two-strokes are back on the game.

Rather than being dumped in with the 450cc four-strokes in E2, they're the go-to bike in Enduro2, with some promising results in a frozen first round of the title in Finland, where Victorian Daniel Sanders debuted in seventh on a KTM 250EXC. Who knows, maybe this could be the start of the resurgence of the 250T.

At home, the old E2 class rules still apply for the AORC but for how much longer? The introduction of fuel-injection next year on the Kato and Husky two-strokes to meet Euro 4 emissions laws could certainly muddy the waters.

It was time for us to kit up and see what our four challengers for the Enduro2 title had to offer.



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Picking a favourite was a difficult task

## VENUE

We loved the venue for our 300cc two-stroke shootout (#450) so it was an easy decision to return to Clocker's house in Braidwood, NSW for the 250cc two-stroke enduro shootout. We used the same 3km loop that we did for the 300cc test which had everything from singletrail to fireroad and extreme terrain Rain in the lead up set the stage for an epic day of riding. Huge thanks to Mr Clocker for the use of his land and his track-marking skills.

## RIDERS

After the success of our 300cc two-stroke shootout we decided to employ the services of the same testers, minus Mitch Harper as I am now Husky mounted with a long term TE300 test bike and we didn't need two Husky riders. My fellow testers were Tom Mason (KTM), Wil Ruprecht (Sherco) and Marty Wright (Beta) who were all associated with

their respective manufacturers. As is always the case with ADB Shootouts nowadays, these testers could not score the bike they are associated with, therefore removing any bias. If you have questions about the result of this test, feel free to query any of our testers next time you see them at the races or in a workshop.

## SCORING

Scoring shootouts is simple. The scorecard is broken down into three segments which are also weighted: engine (40%), handling and suspension (40%) and ergos (20%). By weighing the scores it means a bike cannot win just because it has a comfortable seat and grips. The most important aspect of a dirtbike is the engine and suspension which is why they weigh so much. Once each tester has scored each bike (except their own) their scorecard is entered into a master spreadsheet and excel gives us the highest weighted average.



## Missing in Action

Wondering where the Gas Gas and TM 250cc two-strokes are? All manufacturers received an invite to the 250cc two-stroke shootout, however TM and Gas Gas were unable to make it claiming they did not have a bike available and resources to attend the day.



# Beta 250RR

**HAVING RECEIVED THE** same overhaul as the 300 last year, the 2017 Beta 250RR comes to our shores with minimal changes. The Beta is the only bike to have intelligent two-stroke oil injection, which is a fantastic idea as it takes all the guess work out of mixing oil into your fuel.

Riders simply have to fill the oil tank under the seat and pour straight fuel into the tank. I believe the oil lasts for around three solid rides which is pretty handy. I had never experienced the auto

injection system until we threw our legs over the 2017 bikes and all our testers were impressed with its feel.

Having that electronic pump deliver oil into the crankcase meant that the bike was jetted spot on from the get-go and felt crisp at any time of the day and at any temperature. It really has smooth and useable power. Wil said: "It offers a smooth and linear power delivery which allows the bike to be used with minimal clutch work."

While the Beta does have a mellow side to it, most of our testers said it preferred to be ridden on the pipe and revved out. It has strong mid-range power and when you are clicking third and fourth gear in and out of some open trails, you can't help but ride with a smile. The Sachs suspension was revised for this year and is probably the best package that Beta has offered out of the crate.

There are a few things that we worked on once the track got a bit rougher but, for the most part, it is a comfortable ride. In the tight trails, you can just flick it in and out super easy and it's much the same

with the techo stuff. Beta builds awesome trials bikes and you can kind of feel some of that bleeding through into their two-stroke enduro machines.

They feel small between your legs and feel very agile at low speed. Like I mentioned before, at higher speeds, the Beta tends to become a bit unpredictable. Beta got Sachs to lengthen the fork by 5mm this year for more travel and a new coating was used to reduce friction and while very plush in slow going, it felt a tad soft at high speed and deflected off big bumps.

"I found the front end felt harsh at speed, probably because it was a little soft

*The suspension is probably the best package that Beta has offered out of the crate*





and was riding down in the stroke," Tom said. Sachs is also in charge of the rear end and it also received a nice little upgrade this year. The high/low speed adjustment has been made with a bit more finesse in mind and it gives the rider more adjustability.

Much like the front, slower speeds are its domain. Driving out of corners is a piece of cake on the RR and I found that when I was riding on singletrack, the Beta would crawl up and over any and every slippery section with ease. It gets the power to the ground superbly and for the average rider, that is half the battle.

Again, at race pace, it's a little soft and unnerving, but that is nothing a re-valve couldn't fix. There are top-shelf components on the Beta, with FMF taking care of both the expansion chamber and the muffler and it sounds and looks trick. Lively colour scheme, racey graphics, adjustable power valve, push-button seat, a strong electric start, Excel rims and a translucent tank top the Beta 250RR off nicely. Again, it's also, the cheapest bike of the four by a fair chunk of coin. Riders can buy a set of gear and it's still cheaper than the Husky. Surprise pack of the test and the best trailbike.

**MAIN:** The Beta was the favourite trailbike

1. Sachs shock is much improved
2. Softer engine compared with the rest
3. Beta tape might come off
4. Best looking of the bunch



## SPEX

### ENGINE

**TYPE** Piston-port, reed valve  
**DISPLACEMENT** 249cc  
**BORE & STROKE** 66.4 x 72mm  
**COOLING** Liquid  
**COMPRESSION RATIO** 13.2:1  
**FUEL METERING** Keihin PWK 36  
**TANK CAPACITY** 9.5L  
**TRANSMISSION** 6-speed  
**CLUTCH** Wet multi-plate

### DIMENSIONS

**WHEELBASE** 1482mm  
**SEAT HEIGHT** 930mm  
**GROUND CLEARANCE** 320mm  
**WEIGHT** 110kg wet

### SUSPENSION

**FRONT** Sachs USD 48mm fork  
**REAR** Sachs monoshock

### BRAKES

**FRONT** Two-piston, 260mm  
**REAR** Single-piston, 240mm

### RUNNING GEAR

**HANDLEBAR** Neken tapered  
**FRONT TYRE** Michelin Enduro Comp  
**REAR TYRE** Michelin Enduro Comp

### PRICE & CONTACTS

**THE BILL** \$10,990  
**BROWSER** [betamotor.com.au](http://betamotor.com.au)  
**BLOWER** (03) 5439 633  
**WARRANTY** 3 months parts and labour

## The Gringos say...

**WIL:** The Beta has a very linear motor and I really like that. You don't have to use as much clutch and it is easy to ride. Suspension was a little unpredictable for my liking at race pace but I thought on the snotty stuff it was awesome.

**TOM:** I really like the Beta as a trail weapon. It's light and nimble and so easy to ride through the tight stuff. The motor shines in the mid to top-end. Front-end felt harsh at high speed but rear shock drove really well. Front brake was awesome too.



**MARTY**  
**NOT ALLOWED TO SCORE**







# Sherco 250SE R



**THE FRENCH MANUFACTURER** have been busy, with a heap of changes across the range. The most obvious is the upgraded bodywork, which boasts new in-mould graphics and it is also claimed that the new plastics are a lot stronger.

The engine of the 250SE-R is pretty solid. The 2017 comes with a new piston which is stronger, more efficient and said to last a lot longer than the previous model. More time out of a piston? How much easier can a two-stroke be to maintain. The SE-R's

motor is one that prefers to be ridden hard and revved out making it a great racer.

The bike comes with a new V-Force reed assembly and updated FMF exhaust that is said to improve the low-end response. These updates are an improvement but, like it's big brother, there still is a little bit of a hesitation off the bottom which is why you need to be on the ball with the revs.

The standard Sherco on-the-fly ignition switch on the 'bar, with its race setting and trail setting, gives the rider some

options when the trails get gnarly, but every one of our testers preferred riding the bike on the pipe with the race setting which is claimed to be an amazing five horsepower difference.

Marty noted: "The gearing felt a fraction too tall for the motor, a 13-tooth on the front would bring the bottom-end to life." Where the 250cc engine shines is in the higher gears. Get it out onto some open trails or flowy singletrack and you will be smiling from ear to ear. It's strong, crisp and fast.

It's not just the power up

top that the rider will enjoy, the sound that this thing produces is magical. The combination of the updated FMF exhaust and the alloy silencer produces something that any two-stroke, or any dirtbike rider for that matter can sit there and listen to all day. The 48mm open-chamber WP fork is reliable, has been around for years and is easy to work with. Compression damping is adjustable on the fly at the top of the fork.

At lower speed, Tom noticed that the front-end felt a little harsh. "The



*It's not just the power up top that the rider will enjoy, the sound that this thing produces is magical*

Sherco front-end was much better at high speed, soaking up the big hits but at low pace, it was a little deflective." I played around with the compression as the day went on and I felt that firming up the fork around five or six clicks and getting it to sit higher in the stroke eliminated harshness at low speed.

The shock and linkage received some updates for the new year and the focus of that was to reduce wear and tear. There is a new shock preload ring for easy adjustment. The action of the revised shock is quite nice. We ran 30mm static sag and that had the 250

staying planted and getting great drive on any surface.

Just as I said for the 300, the shock is the best feeling stocker I've ridden with. It was impressive to see that the Sherco comes with the biggest tank in its class, 10.4 litres, which is still very slim and best of all, its translucent. The electric start is strong and reliable, we had no dramas with it at all, and Sherco is that confident in it that it took the kickstarter off. The 2017 bike is the best that Sherco has produced. The quality componentry, the racey look and performance to match makes it a real contender for the E2 title.



**MAIN:** 10.4L tank means long rides

1. 220mm rear disc is excellent
2. Stock pipe is lightweight
3. The lightest of the lot
4. The raciest engine
5. Map switch for wet and dry

## SPEX

### ENGINE

**TYPE** Piston-port, reed valve  
**DISPLACEMENT** 249.32cc  
**BORE & STROKE** 66.4 x 72mm  
**COOLING** Liquid  
**COMPRESSION RATIO** N/A  
**FUEL METERING** Keihin PWK 36  
**TANK CAPACITY** 10.4L  
**TRANSMISSION** Six-speed  
**CLUTCH** Wet multi-plate

### DIMENSIONS

**WHEELBASE** 1480mm  
**SEAT HEIGHT** 950mm  
**GROUND CLEARANCE** 355mm  
**WEIGHT** 105kg wet

### SUSPENSION

**FRONT** WP open chamber 48mm  
**REAR** WP progressive monoshock

### BRAKES

**FRONT** Brembo two-piston, 260mm  
**REAR** Brembo single-piston, 220mm

### RUNNING GEAR

**HANDLEBAR** Oxia tapered  
**FRONT TYRE** Michelin Enduro Comp  
**REAR TYRE** Michelin Enduro Comp

### PRICE & CONTACTS

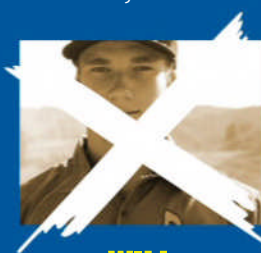
**THE BILL** \$11,590  
**BROWSER** sherco.com.au  
**BLOWER** (03) 8363 1600  
**WARRANTY** 3 months parts and labour



## The Gringoes say...

**TOM:** I really liked the top-end of the Sherco. It was strong and was excellent around the faster sections of our loop. The suspension was a little harsh to start with but once we firmed it up, I felt it handled the track a lot better. I would like to try a high seat.

**MARTY:** The 250 Sherco felt to me like a higher capacity. The taller gearing made it feel 'thick' off the bottom and I would like to try it with a smaller sprocket on the front to free up the lower gears. Once we played around with the compression on the fork, I liked the way bike turned and steered through ruts.



**WILL**  
**NOT ALLOWED TO SCORE**



# Husqvarna TE250

**JUST LIKE ITS** KTM brother/cousin/clone/whatever you wanna call it, the TE250 has received a huge overhaul. Everything is new, well almost everything ... the rear brake pads are the same. Just like the KTM, the Husky's engine is smooth and linear, and very easy to ride. There is something about the way the Austrians have

developed these units that makes them strong yet rider friendly.

We noticed at the 300T shootout that the Husky's motor felt cleaner and stronger than the Kato but this was not as noticeable with the 250. The Husky's powerplant is easy to handle and, just to satisfy his curiosity, we let Marty change the power valve setting. "I played around

with the power valve and set it to a more aggressive setting and it made it feel like a rocket!"

As on the Kato (next page), the jetting of the Mikuni TMX38 was an issue at the start of the day but once we rectified the issue, the TE ran spot on. The feel of the Husky when you ride it is different to the KTM, which is probably due to the fact it

runs a monoshock. The linkage has been refined.

Changes within the structure of the frame result in the bike having more flex and better bump absorption. This is most noticeable under acceleration out of corners on the choppy stuff. The carbon polyamide subframe is a unique feature to the Husky and the way that the shrouds

*That thing will  
rip your pants  
off if you're not  
careful*





and seat clip on to the tank with one bolt is handy.

The XPlor fork is the same as on the Kato, but it comes with an on-the-fly preload adjuster which has six settings. The action feels similar to the KTM, stiff but plush, and thanks to the monoshock, the TE doesn't feel as active beneath you as the KTM linkage setup. The TE has an ignition map switch on the 'bar with two settings, standard and mellow. All our testers preferred the standard map.

The Husky wins the title for grippiest seat. That thing will rip your pants off if you're not careful. The airbox cover on both the Husky and Kato can be a little fiddly if the clips get dirty but once its off the air filter is idiot proof. The grills in front of the radiators act as braces as well which is pretty clever but you need to use tools to take them off and clean them. The Husky is the priciest bike of the four, but once the jetting is sorted you'll forget that.

**MAIN:** The Husky was the best overall package

1. Odi lock-on grips
2. Black sprocket looks trick
3. Jetting is an issue but it's easily sorted



3

## SPEX

### ENGINE

**TYPE** DOHC, four-valve  
**DISPLACEMENT** 249cc  
**BORE & STROKE** 66.4 x 72mm  
**COOLING** Liquid  
**COMPRESSION RATIO** N/A  
**FUEL METERING** Mikuni  
**TANK CAPACITY** 9.5L  
**TRANSMISSION** Six-speed  
**CLUTCH** Magura, wet multi-plate

### DIMENSIONS

**WHEELBASE** 1482mm  
**SEAT HEIGHT** 960mm  
**GROUND CLEARANCE** 370mm  
**WEIGHT** 111kg wet

### SUSPENSION

**FRONT** WP USD XPlor 48mm  
**REAR** WP shock with linkage

### BRAKES

**FRONT** Brembo two-piston, 260mm  
**REAR** Brembo single-piston, 220mm

### RUNNING GEAR

**HANDLEBAR** Neken  
**FRONT TYRE** Metzeler Six Days Extreme  
**REAR TYRE** Metzeler Six Days Extreme

### PRICE & CONTACTS

**THE BILL** \$12,995  
**BROWSER**  
[husqvarna-motorcycles.com.au](http://husqvarna-motorcycles.com.au)  
**BLOWER** 1800 644 771  
**WARRANTY**  
 6 months parts and labour

## The Gringos say...

**TOM:** The Husky felt like it had the strongest motor. Didn't rev the fastest or hit the hardest but it just had good power everywhere. Front-end is very stable and the entire set-up is very rideable. This bike is the all-round package.

**WILL:** The Husky has probably the most versatile engine on the market. Great torque for the techo stuff and enough punch to be aggressive on the track. Linkage is awesome and progressive. A pleasure to ride.

**MARTY:** The motor is super linear. So easy to ride. Bike feels planted and tracks well out of corners. I felt at home on the bike as soon as I sat on it. The brakes were progressive and strong.



**HARPER**  
 NOT ALLOWED TO SCORE







# KTM 250EXC



**IN THIS DAY** and age, it's hard to believe that KTM has gone out and rebuilt it's proven 250cc two-stroke. The new engine is very linear and produces very rider-friendly, usable power. The bike comes with a new starter motor in the bottom of the crankcase and is much stronger and more reliable than the previous bolt-on.

For any diehard KTM fan, there is one thing that the 2017 two-strokes have that could have almost cost it any chance of being a contender and that is the

jetting. For reasons that perplexed our testers, they changed from PWK36 Keihen to TMX38 Mikuni carbies. The recent announcement that Katos (and presumably Huskies) will be injected next year may have something to do with this but the Mikuni carbs are difficult to tune.

We spent the best part of a morning fine tuning the EXC's carby, playing around with different needles, main and pilot jets. It took a while but we finally came to a setting that worked well around

our loop. Apart from the carby, one of the most notable features of the new two-stroke Kato's is the addition of a counter-balancer shaft.

It's thanks to this new balancer that the 2017 250EXC has almost no vibration through the handlebar. All of our testers were impressed with that. The new DDS hydraulic clutch is also a nice touch, and has a great feel. Marty was surprised with the power: "It's not an overly powerful engine, but it is so smooth and just

continues to pull right from the bottom to the top of the rev range."

Of course, if you're after more punch out of the motor, you can play around with the different power-valve springs and fine tune it to your liking. Whether you're doing extreme enduro or out blasting up fire roads, there is plenty of options to personalise the EXC to suit you.

But the Kato was the only bike in the test that didn't come with an ignition map switch as standard. Like the rest of the EXC range, the 250 gets WP XPlor suspension front and rear and it offers a nice ride. The 48mm USD fork is



**It is so smooth and just continues to pull right from the bottom to the top of the rev range**

**MAIN:** No more packing from the PDS shock

1. New plastics for 2017
2. Rebound in one leg preload in the other
3. The balancer shaft removes almost all 2T vibrations
4. 260mm Brembo... yum

plush and gives you plenty of confidence to tip into corners at pace.

Unfortunately, the stock Maxxis tyres are garbage and tend to let go just as you as getting confident.

I would be throwing a good set of tyres on there ASAP. The XPlor 48 fork is a split system similar to that of the ill-fated 4CS system that had been used in previous years with the comp on one side and the rebound on the other. Thankfully, the XPlor feels nothing like the 4CS and is actually rideable.

With the new XPlor PDS shock fitted, the KTM is balanced and wont beat you up even on long days



in the saddle. The days of the rear-end 'packing' on the Katos seem to have gone and that is due to the WP engineers working hard to make everything work more in sync. The swingarm and shock are now more symmetrical and therefore, move with a smoother motion.

It still has that active feel that comes with PDS, kinda like you feel like it can bunny hop over any obstacle with ease. And the fact that there is no linkage hanging under the swingarm makes it a breeze to get over big ledges and logs. The new frame offers a flatter seat but it still feels like there is room to move. As always with KTM, the brakes are awesome and offer great feel. The ODI Lock on handgrips are a nice touch as well and seem to last a long time.

## SPEX

### ENGINE

**TYPE** Piston-port, reed valve  
**DISPLACEMENT** 249cc  
**BORE & STROKE** 72 x 66.4mm  
**COOLING** Liquid  
**COMPRESSION RATIO** N/A  
**FUEL METERING** Mikuni TMX 38mm  
**TANK CAPACITY** 9.5L  
**TRANSMISSION** Six-speed  
**CLUTCH** Wet multi-plate

### DIMENSIONS

**WHEELBASE** 1482mm  
**SEAT HEIGHT** 960mm  
**GROUND CLEARANCE** 370mm  
**WEIGHT** 109kg wet

### SUSPENSION

**FRONT** WP USD XPlor 48mm fork  
**REAR** WP XPlor PDS shock

### BRAKES

**FRONT** Brembo two-piston, 260mm  
**REAR** Brembo single-piston, 220mm

### RUNNING GEAR

**HANDLEBAR** Neken  
**FRONT TYRE** Maxxis Maxx Endurpro  
**REAR TYRE** Maxxis Maxx Endurpro

### PRICE & CONTACTS

**RRP** \$12,295  
**BROWSER** ktm.com.au  
**BLOWER** 1800 644 771  
**WARRANTY**  
 6 months parts and labour

## The Gringoes say...

**WIL:** The KTM is a smooth package. I was impressed with the mid-range and top-end power, it seemed to just keep on pulling. It was very strong. The new front-end is confidence-inspiring and it is quite easy to flip flop through the trails.

**MARTY:** The power of the KTM is quite mellow but, at the same time, it is strong. The new carbies take some time to dial in, that's for sure. The XPlor suspension is nice and plush. I thought the PDS wandered a bit more than the linkage bikes but that's not a problem, it's more of a trait of the unit.



**TOM**  
 NOT ALLOWED TO SCORE



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**MAIN:** Beta and Husky share a very close victory!

1. Beta was the best trailbike
2. Husky was the preferred race machine



**WINNERS HUSKY TE250  
& BETA 250 RR**



*If you were wondering how far apart these bikes were, well, they were separated by just over half a point.*

### ***The king is...***

**JUST LIKE THE 300T** shootout we ran in March (ADB #450), you could throw a [wet] blanket over these four bikes. Gone are the days when we did a test and there was a clear winner. But, for the first time we have a tie. Husky and Beta are the best 250cc two-stroke enduro bikes! The Husky is a great race bike straight out of the box. Despite jetting issues, it made up points in the suspension department which saw it sneak through for a joint win. The Beta is the easiest bike to ride. It isn't the complete race package but as a trailbike it was the most comfortable. All bikes were separated by just over half a point. That's how good these machines are. **ADB**







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WORDS // LEE HOGAN PHOTOS // JOSH EVANS

# OLD DOG, NEW TRICKS



THE HONDA CR500 IS A CLASSIC, BUT HOW DOES THE FIRE-BREATHING ENGINE STACK UP IN A MODERN PACKAGE? LEE HOGAN FINDS OUT.

I've raced many motorcycles over the years, but the one that stands out as my all-time favourite is the 1994 Honda CR500. That year I won the Australia 500cc Motocross Championship and I got to represent Australia at the MXdN in Switzerland on a CR500.

The bike was so good out of the box that it only needed minimal modifications to get it ready to race. A quick tweak of the suspension valving, a shorty Pro Circuit muffler, a tiny bit more compression and some changes to the jetting had the big girl ready to go, and go fast.

A common mistake that people made was changing the carburettor in search of more horsepower, but that was just robbing Peter to pay Paul as it sacrificed bottom-end torque. The standard Keihin PJ 34mm carb was easy to tune and worked well off the bottom and through the mid, the sweet spot where you should ride this beast.

The CR500 was easy to get going, but they were not easy for the average punter to ride; especially for a punter who liked to rev the nuts off the thing.





**MAIN:** The new owners of MX Central prepped the track to perfection

1. Which star would you pick?
2. Is there anything sexier than a 500cc Pro Circuit pipe?





## NEW OPPORTUNITIES

I've always been on the hunt for new opportunities to swing a leg over a 500cc motocross bike. Whether they are restored originals, or modern custom jobs, I've looked on with interest. Most modern-day 500cc conversions, which put a 500cc engine into an alloy-beam frame with modern suspension, are a failure in comparison to the traditional steel cradle.

The alloy frames can make the bike vibrate and feel extremely rigid, and they are a little unfriendly to ride. Sure, the old-school CR500 can make you feel like you're sitting in a big, heavy lounge chair, but with a little bit of patience, you can still sneak around a track in a competitive time.

The idea for a head-to-head comparison between old and new, really fell into my lap. I was on the phone to my mate Paris Corless. I told him about a custom CR500 that ADB

had lined up for me to test in Newcastle. ADB wanted to know if it was faster than a 450. He then suggested putting it up against his pristine 1989 CR500 that he'd just finished restoring. Now we're talking! And so with the Ranch (formerly Raymond Terrace) booked as the test venue, the planning began.

History told me that Newcastle weather can often throw you a curveball. When the day finally arrived the temperature would soar to 37 degrees and a whopping 35mm of rain would hold off until the following day. Cyclone Debbie almost got us!

The custom Honda CR500 was owned by Ryan Sylvester, a motorcycle enthusiast from Sydney. The engine was from a 1996 CR500 that he found in America. He then fitted it into a 2011 Honda CRF250R chassis and gave it a tune with help from Ross McWatters at MCD. After a bunch of cutting and welding the

bulk of the project was done. Ryan fitted Showa A-Kit suspension to finish the package off nicely. He said that he stopped counting the cost of the project after \$8000.

I always get excited when I have a 500 in front of me. The bike fired into life after one kick. As I said, my experience with alloy-framed 500s have been pretty average but, after my first lap on this bike, I was converted.

## IMPRESSIVE

The chassis and handling characteristics were impressive, even in those early laps. The bike had a superb seating position and it tipped nicely into turns.

As expected, the power was strong and smooth, and it allowed you to pull third gear through even the tightest of turns. The vibrations weren't noticeable unless you held a gear slightly too long and blasted through the mid-ranger power into the less desirable top-end.





The A-Kit suspension makes the bike handle like a dream. It is like a 450cc four-stroke with a twist. There is no engine braking on the two-stroke, especially when riding in a taller gear, so you have to brake hard when coming into corners. This can create trouble on a rough track, but when ridden properly and smartly, the bike really does handle superbly.

When I stepped off the bike, you couldn't wipe the smile from my face. Now it was time to ride the old girl. My first laps on the '89 CR500 had me scrambling back through time to figure out how to ride this tank-like beast. It felt wide, heavy and had virtually no braking power. The seating position was that low that I may as well have been sitting on the ground. The bike barked like an angry rottweiler and the power came on so strong through the mid-range that you had to prepare to be bucked off the back.

But, like Jason Bourne, it all started coming back to me. You had to ride

this machine differently to the custom job, but when you got it right, you could really find yourself flying around the track.

### EASY RIDER

I never thought I'd say it, but the custom bike was a lot easier for me to ride at full speed than the original, and almost as easy at a 450. When ridden in a taller gear, it felt very similar to a 450cc four-stroke with 60-plus horses. The trick with the 500 engines is to keep it in the right part of the range. If you can do that then you'll build speed and the bike will handle extremely well. If you let it rev out, it won't handle as well and will begin to vibrate badly.

The main difference between the pair is that the '89 motor ran a shorter rod than the '96 motor. This gave the '89 a more aggressive hit of power in the mid-range.

The '96 engine comes on stronger right off the bottom and flows nicely



### ENGINE

The custom bike sports a Keihin PWK36, like KTM 300EXCs used to.



### SMOOTH

Hogan leans heavily on the tiller to make the barge turn left.



*When I stepped off the bike,  
you couldn't wipe the smile  
from my face*



### VICIOUS

Raptor titanium footpegs are known to eat old Rossi boots for breakfast. Gearlever is by Hammerhead.



### OOPS

Lee Hogan investigates a burning smell coming from the clutch department. No one died.



*When piloted correctly, the 500cc two-stroke is like a fast 450cc four-stroke*



## Can 500 2T racing make a comeback?

There will always be pros and cons on this matter, but I believe that the new four-strokes have only accentuated the legendary status of two-bangers. The 500cc will always be king of the two-strokes, but nobody makes them any more. The odd race here or there that is open for 500cc two-strokes is the best way to preserve their place in dirtbike folklore. But we also need to remember that only a small percentage of riders would be able to ride a 500cc at the same pace that they would a modern 450cc four-stroke. Don't get us started on fitting EFI to meet Euro4.

## BIG THANKS!

The legends at MX Central prepped the track to perfection for our test. It's improved big time lately so go check it out. 7 Barleigh Ranch Way, Eagleton NSW 2324

into a solid mid-range. A slight lack of bottom-end power with the 1989 model meant that you would need to go back to second for some corners. Both chassis have their strengths and weaknesses. The 2011 alloy frame is accurate and positive, and will help to place the bike exactly where you want it, but it has the potential to give you a more rigid ride if you don't get the suspension dialled in.

The steel frame on the 1989 model is smooth and subtle, but you can't expect to change your line selection at the last minute because the big girl will have made up its mind on where it wants to go.

Like the chassis, the suspension set-up on both bikes performs well in different areas. The modern bike likes to be ridden hard, and if you cruised your way around, it would become a bit harsh and you'd feel every bump. The older model has a softer, wallowing feel. It can soak up the small stuff really well, just like a trusty old Chrysler Valiant. But if you charge a little too hard, you'll get a



**MAIN:** This stuff wasn't invented in 1996

1. Keeping the 500 in its sweet spot
2. The resto wasn't as easy to start

quick reminder that you're on a 1989 CR500. The bike requires you to think ahead and choose your lines carefully.

The brakes are like chalk and cheese. One bike felt like a Ferrari and the other felt like it had Malvern Star brakes trying to stop a freight train. After I jumped off the '89, I asked myself how I used to bloody stop. The braking power is one thing that really separates the two machines.

When piloted correctly, the 500cc two-stroke is like a fast 450cc four-stroke. My time on Ryan's bike felt similar to riding my current 2017 CRF450F with its modified engine. I was able to hover between third and fourth gear and made less than ten gear changes per lap.

## CHALK AND CHEESE

Both of these bikes are a work of art in their own way. In the right hands the custom alloy frame 500cc bike will be quicker on the track due to its superior suspension, chassis and brakes. But it will never have the history and nostalgia that comes with the original 1989 model.

If you're considering getting a 500cc fire-breather, then ask yourself: are you hoping to head out and beat all your mates on their late-model 450s? Or are you less concerned with lap times and just hoping to re-live a time when two-stroke smoke filled pit-areas and race tracks across the world? The choice is yours. **ADB**



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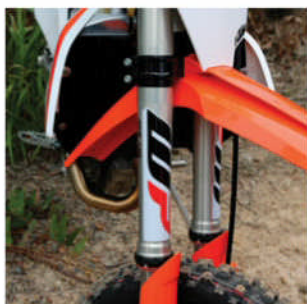






## ENGINES

While the EXC-F has a power bomb, the XC-F doesn't even get a bulge, which may contribute to its 3.8kg weight advantage.



## FRONT FORKS

WP Xplor 48 fork on the EXC versus AER 48 on the XC. We like the 48mm air device, but only if we don't get a "flat" fork miles from home.





# WOULD SIR LIKE fruit WITH THAT?

WORDS // GEOFF BRAICO  
PHOTOS // MITCH LEES

## WHICH ONE OF KATO'S CROSS-COUNTRY RACING 350'S IS RIGHT FOR YOU?

**F**unny how far the 350cc class has come. When KTM introduced its breakthrough offering in 2011, people weren't sure whether it would take off. But the 350 has become one of the most popular capacities in the Austrian empire's range.

KTM Australia knows when it's on a good thing and has added the cross-country version to its line-up for 2017. The XC-F model has been around in the U.S. for years and has been trickling into Oz by special order but we wondered how it would fair against the trusty EXC-F.

So, what's an XC-F? Basically, it's an SX-F motocrosser with the bigger, 8.5L tank and 18-inch rear wheel. These two items are crucial for off-road racing. The bigger tank allows the rider to run longer in a cross country and being made of translucent plastic means you can see the level and make a decision on whether to pit or ride another lap. The 18-inch rear is a much better option for the off-road world as the terrain is more unpredictable.

Nineteen-inch motocross tyres don't have a very high sidewall so if the track is rocky there is not as much give and a bigger chance of flats. Having that extra inch gives the rider better feel over tree roots and rocks. Plus most racers use mousse tubes and they are about a million times easier to get on and off the bike than 19-inch tyres.

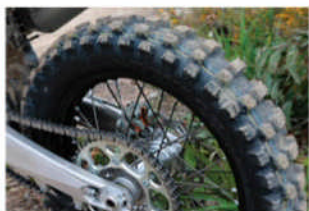






### SWITCHGEAR

New switchblock on the XC is neat but mapless. The XC has two-stage map switch and traction control but geriatric starter button.



### REAR TYRES

Both have 18-inch rubber but the Maxxis Maxx EnduroPro on the XC is not their finest. The XC-F runs Dunlop Geomax AT81s



***It is quite stiff compared to the EXC and that is most noticeable over sharp tree roots***



### AIR FORK

For this year, the XC-F comes with the WP AER 48 fork. I was a little sceptical at first as to how the air would feel but, after a few laps, I started to enjoy it. The firmer feel makes you want to attack the track as soon as you get on it and it seems to hold up quite well over the bigger bumps and G-outs.

How they will go in long-distance races is still a bit of a worry for me but, as far as the overall feel goes, I preferred them to the EXC fork. Another big difference between the

two bikes is that the XC-F has a monoshock linkage. It is quite stiff compared with the EXC and that is most noticeable over sharp tree roots, where it dances around a little bit.

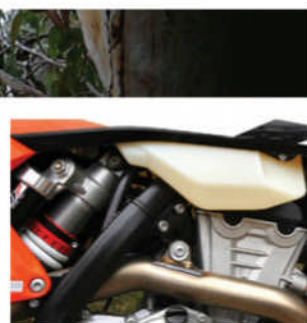
However, it gets great drive out of corners. The shock seems to thrive under acceleration and gets the power to the ground. It does have a deader feeling than the EXC damper and feels more planted. I had a lot of confidence with this suspension.

Speaking of power, the XC-F has a super-impressive engine. I was

amazed at how fast the thing is. From right off the bottom through the top end, the little 350 is no weakling. I've raced 350s over the years and this motor is probably the fastest 350 I've ridden in the bush.

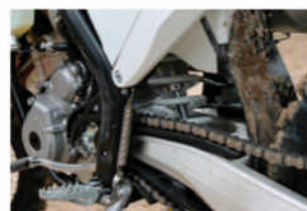
Thankfully, the XC-F comes standard with the new KTM map switch that has EFI settings 1, 2 and TC (traction control). Number 1 is animal mode. It's sooo fast and I found myself getting out of corners with a handful of throttle and then having to brake drastically to make





## GEARBOXES

Two six-speed transmissions but the EXC sports 14-52 final drive and the XC has 14-50 for more speed, with a fancier X-ring 5/8 x 1/4 inch chain.



## REAR SHOCKS

WP Xplor shock offers 310mm travel with no linkage, while the XC runs a monoshock set-up with 300mm and no dancing monkeys.



the next corner. Map #2 was much better for me and I actually did my fastest XC-F time with this setting, but I'll get to that later. The only thing I had an issue with on the XC-F was when riding in the slower technical stuff. At low revs, I had it 'flame out' and stall on me multiple times. It was frustrating but, at the end of the day, you don't really ride this bike in a trailriding situation.

Overall, I was very impressed with the 350XC-F. The engine was a standout for me, packing so much

punch while remaining useable and the suspension package was nice and racey. It feels super light as well and I really enjoyed riding it.

The 2017 version of the trusty 350EXC-F is by far the best EXC I've ridden. I've always enjoyed riding the EXC-F but this year's bike is even better. They have done a lot of work on the bike. New engine, new chassis, new fork, new shock, the list goes on. It's an all-new bike.

I'll start with the handling. The WP Xplor 48 fork is the latest thing to come

out of the WP factory. Thankfully, KTM never put the 4CS fork on its enduro models and stayed with the traditional open-chamber units. They were good, but soft. The XPlor is still soft under racing conditions but has a lot better feel and when you play around with the clickers there is a noticeable improvement.

They are quite sensitive to change. I cranked up the compression and it was much better for me. Still softer than the XC-F suspension but not to the point where I was uncomfortable.



Same deal for the XPlor shock. It is soft but it works.

I really like the way it drives compared to the older PDS units and I found that it didn't pack and carry on under acceleration like in the past. It feels so much more active under you compared to monoshocks and I like that. You can kind of get a 'bunny hop' going over little bumps and even hop logs without even touching them.

The engine is noticeably more mellow than the XC-F and, at first, I was a little disappointed. But the more I rode it, the more I got to like the power. It was just so easy to ride. Come out of the corners and just wind it on and the smooth power tracked so well and did it all without getting out of control. It was impressive. It does have a lot less bottom-end snap than the XC-F but the mid- to top- is very strong. It is a very rider-friendly engine and inspires confidence.

## FASTER ONE

One question remained for us after I rode both bikes. Which one was faster? I'd felt faster on the XC-F straight away. It was louder, more aggressive and I just felt like I was hauling arse. The course was tight to start and then got flowy about halfway through. I took off and charged through a clean lap. Three minutes and two seconds later I was back.

I then jumped straight on the EXC-F and went again. I noticed the difference in power but I felt like I flowed better as the bike wasn't as aggressive and I was making the corners easier. I flew through the finish and the ADB timing squad chuckled amongst themselves. The time was 2min 56sec – a full six seconds faster on the EXC! Crazy huh?

I then changed the XC-F to the #2 map and off I went, 3min 01sec. Still slower. I put it down to the EXC-F being so easy to ride. I found myself overriding the XC-F and not flowing as well. It was very point-and-shoot. The EXC was mellow and I could control my flow more. I had a feeling that around our loop, the EXC was the pick and the stopwatch didn't lie.

So what does this tell me? Just because you feel like you're going faster doesn't mean you are. Quite



***Its louder, more aggressive and I just felt like I was hauling arse***

often a louder revving bike and harder hitting suspension can be a false economy. In this case the plusher, slower revving EXC-F was actually the faster bike on our tight race track. The XC-F is awesome. I think for anybody who dips their toes in both motocross and enduro, and doesn't need rego, you can't go past it. It's lighter, stronger, \$1000 cheaper and has a lot firmer suspension. Obviously, a lighting kit will suck up some of the difference if you want illumination.

It is a handful compared to the EXC-F though. The EXC-F is just as nimble, has an easy-to-use engine and handling to match. Like I said, it is a \$1000 more than the XC-F but if you want to race enduros, then it's the better choice, according to our stopwatch. And don't forget, with rego you can trailride it also. **ADB**



**MAIN:** The EXC-F was a surprise pack

- 1.** Mat Boyd loves enduro bikes
- 2.** Braico thought the XC was faster



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**MAIN:** On top of the world not far from Gap Getaway

1. New colours exclusive to Rallye
2. Dash setup still looks the same
3. Miles will race Finke on a Rallye X





WORDS // MITCH LEES  
PHOTOS // iKAPTURE

# Made in OZ

## GREAT MINDS THINK ALIKE ON DIRECTION FOR THE GS



**C**an you think of the last big thing an Australian invented? Sure we've had our moments with the Hills Hoist, polymer banknotes, the winged keel and, more importantly, cask wine but it's been hard to deny that Australia lacked engineering prowess. Until now.

We're going on record to say that the BMW R 1200 GS Rallye X is proudly Australian made. Sure, Germany may have had some influence but the Rallye X is derived from years of BMW GS Safaris and Safari Enduros. Pretty cool, huh?

The latest offering in the BMW R 1200 GS range, is a carbon copy of a Frankenstein bike built by enduro legend Geoff Ballard. Sitting at BMW HQ in Mulgrave, Vic, marketing boss

Miles Davis explained how Ballard had asked for a heavier flywheel for his early model GS.

Miles requested one from Germany but BMW did not make one at the time. However, only a year or so later it announced that the R 1200 GS would come with a heavier crank.

A little further down the track Geoff got bored again. He had both a GS and a GS Adventure and preferred the slimness of the GS but the suspension of GSA, so he pulled the bikes apart and built a hybrid. He sent Miles photos of his work and Miles sent them to Germany. You can guess what happened next. The Rallye X was born.

To launch the Rallye X we headed for the Victorian High Country. Snow in the lead up meant conditions were icy, but a warm spell swept over Victoria making conditions perfect!

### HOW'S IT LOOK?

You can't miss the Rallye X version of the R 1200 GS. This is thanks to a BMW M Sport-inspired livery that wraps the giant. The Lupine Blue fairing, (BMW's name not mine. I'd just call it aqua), Cordoba Blue frame, black drivetrain and gold-finished brake calipers make the Rallye X stand out like a Mr Whippy van, only less creepy.

Everything from the knobby tyres (Conti TKC80) to the taller 'Rallye' seat (890mm instead of the 870mm of the standard R 1200 GS, \$200 extra and an option), and wide, aggressive footpegs contribute to this bikes off-road prowess. And then there were the less noticeable features like more ground clearance (20mm more than standard R 1200 GS), a radiator guard and a frame guard to protect a section of the powder-coated



## The Range

You need a degree to understand the different models in the GS range, so in layman's terms here's how they're broken down:

- **Stock GS:** For the first time in Oz BMW are bringing in an entry level GS that is the cheapest possible version. It's priced under \$20,000!
- **Tour:** This is an upspec GS with all the fruit of the Rallye X except the suspension. It also runs a tamer colour scheme.
- **Rallye:** The same as the Tour but with the same colour scheme as the X.
- **Rallye X:** The same as the Tour and Rallye only with the off-road sport suspension
- **Adventure:** The Adventure is still available and there aren't many changes from 2016



**MAIN:** Both Rallye versions get the new blue paint

1. GSA suspension but slim like a GS
2. Sports suspension only on the X
3. All models, except the base model GS, now come with the LED headlight

Monolever suspension from marks.

But what makes this bike the ultimate ADB reader's GS is the suspension and mapping.

The Rallye X is still powered by the 125hp air/liquid-cooled boxer donk we've grown to love, but it runs an altered catalytic converter and new data for the ECU to meet Euro 4 emissions standards.

Mountains of torque, plenty of top-end and a gentle power curve means the engine is an adventure rider's wet dream. Short shifting, no problem. Revving the tits off it, also no problem. A bike with this much

torque means you don't have to concern yourself about the extra gram or two you've just added.

## BETTER BRAIN

The biggest change this year is in the rider modes. The Rallye X comes with two "Pro" modes, Dynamic and Enduro, as well as the standard Rain and Road. Each mode incorporates lean-angle-sensitive traction control (DTC), Hill Start Control and ABS Pro. The hill hold, as we are calling it, lets you focus on clutch and throttle control when you are stuck on a long rutted climb and are afraid of rolling backwards.

## Seen it before?

If you thought the 2017 GS Rallye was already out then you're not wrong. VI, as Miles put it, came out in November, but it did not have the Pro maps and longer travel suspension. It was pretty much a facelift.

## THE BIG SCREEN

The Rallye X comes with a short screen. The standard Rallye and Tour come with the taller screen.





Essentially, BMW has simplified the previous mapping, traction control and ABS into one package, Enduro Pro. Rather than select your TC, ABS, engine and suspension modes separately, BMW has created a map that applies the perfect amount of each. In the Enduro Pro mode you get no rear ABS, only front, minimal traction control and the Rain mode engine (slower throttle). This equates to one of the easiest 1200cc adventure bikes to ride in the bush.

In one section of red clay not far from Woods Point, the Enduro Pro mode allowed the Rallye X to be

dragged into corners on the front brake while backing in the rear and then drifting out with minimal interruption from the traction control. Just enough for you to look like a hero.

You can still turn off everything, but that would be a bad decision. Enduro Pro was designed for the hardcore off-road rider, so I would suggest you don't mess with it. It is far better at braking and accelerating than you or I will ever be.

The Rallye X electronics can be personally configured and, if you feel like tinkering, I would suggest using a little ABS on the rear when in Enduro

Pro, but that's it. This can be done by switching a plug under the seat. Essentially you want the rear ABS of the previous Enduro mode, but with the TC, front wheel ABS and engine map of Enduro Pro.

When you select Enduro Pro it automatically selects the Rain map. This means a less explosive power curve. Again, this is something that can change but it's great as is.

### SEXY LEGS

While the Rallye X may look more dirt than road, it's the suspension that truly distinguishes it. A stiffer set of springs

## The hill hold lets you focus on clutch and throttle control when stuck on a long, rutted climb

### ONE WITH THE LOT

You only get the Rallye X suspension on the Rallye X. The Tour has the same electronic modes, but without the long-travel suspension.

### CARGO FREE

If you're never going to ride with a pillion, the luggage bridge and pillion pegs can be removed and covered with caps.

### TOP PADDOCK

The R 1200 GS has been grazing in the top paddock and stacked on six kilos, weighing in at 244kg. This is the result of a chunkier catalytic converter to meet Euro 4.

### SECRET PLUG

Under the seat is a secret plug that lets you adapt the engine mode, TC and ABS to your liking. The Enduro Pro mode is perfect for off-road riding but if you must tinker just try adding some ABS to the rear.





**MAIN:** Crossing rivers with more travel is easy

1. Cold conditions in the lead up made the tracks hard and slippery

## What you get

- Sports suspension with stiffer springs and longer travel
- Pro mapping modes
  - Knobby tyres
  - Lower windscreen
- Cross-spoked wheels
- Plus loads more

with longer shocks (yes plural. Don't forget Telelever front-end) and more travel scream erosion mounds and potholes. They're pretty much begging to be bashed off-road.

The suspension is why the Rallye X is the off-road adventurer's pick. For the launch BMW supplied the base model R 1200 GS and a R 1200 GS Tour so we could judge the new suspension and electronics package. Neither of those have the Rallye X suspension and boy did they make the Rallye X look good in the dirt.

Aside from the silence once filled by the banging centrestand, the longer-travel suspension on the Rallye X was far better off-road and also firmer than any GS suspension before it. And that includes the GSA, even though it's the same suspension.

It's better because it's not carrying the extra weight of the GSA. I could confidently jump the Rallye X. It's still better to land on the rear wheel, but if you do flat land, the extra 20mm travel and stiffer springs will soak up the impact far better than before.

Ballard was on our launch and I pulled up next to him while he was on cornerman duty just to see if he felt the same way about the suspension and he did. He was mounted on the base model and his words were: "This thing is nowhere near as good as that off-road! The longer travel, firmer suspension on the Rallye X just gets so much more drive."

The engine, chassis and ergos might be the same as previous models but the off-road suspension, electronics and engine modes make the Rallye X a whole new beast off-road.

In fact, it is so much better off-road than previous models we're not even going to talk about BMW's other offerings because everything else just feels like a roadbike now.

The Rallye X is for the serious off-road rider.

Never before have I been able to fly so far or brake so late. BMWs have shown their prowess in tough conditions previously but have always fallen behind when it comes to serious dirt. Not anymore. **ADB**

## BMW R1200GS RALLYE X SPEX

### ENGINE

**TYPE** Twin cylinder, DOHC four-valve  
**DISPLACEMENT** 1170cc  
**BORE & STROKE** 101 x 73mm  
**COOLING** Air/Liquid  
**COMPRESSION RATIO** 12.5:1  
**FUEL METERING** BMS-X  
**TANK CAPACITY** 20L  
**TRANSMISSION** Six-speed  
**CLUTCH** Wet multi-plate

### DIMENSIONS

**WHEELBASE** 1496mm  
**SEAT HEIGHT** 870/890mm  
**GROUND CLEARANCE** N/A  
**WEIGHT** 244kg wet

### SUSPENSION

**FRONT** Telelever, 210mm travel  
**REAR** EVO Paralever, 220mm travel

### BRAKES

**FRONT** Dual 305mm discs, four-piston  
**REAR** Single 276mm disc, double-piston  
**ABS** BMW Integral

### RUNNING GEAR

**HANDLEBAR** BMW  
**FRONT TYRE** Continental TKC80  
**REAR TYRE** Continental TKC80

### PRICE & CONTACTS

**THE BILL** \$27,250rrp  
**BROWSER** [bmwmotorrad.com.au](http://bmwmotorrad.com.au)  
**BLOWER** 1800 813 299  
**WARRANTY** Two years unlimited



## Guess work

Unfortunately, the GS is not made to order for Australian customers because of the shipping time. This means dealers have to guess what their customers will want and then order. So, some dealers will order the Rallye X in slightly different spec to other dealers, for example with the tall seat. So if you're looking for the perfect bike, have a hunt around at several dealers because if you have to add stuff to a bike that is already here it will be more expensive than if they have ordered it in that spec in the first place.



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## 2 STROKE FACTORY 250/300 SE-R

- 48MM WP XPLOR FORK WITH SHERCO FACTORY VALVING, PRELOAD, COMPRESSION AND REBOUND ADJUSTMENT
- FMF EXHAUST SYSTEM
- PYRAMID ANTI-SLIP SEAT
- IN-MOULDED FACTORY GRAPHICS
- BLUE ANODISED WHEELS
- SOLID REAR BRAKE DISC
- 10.4-LITRE FUEL CAPACITY



**AUSTRALIAN OFF-ROAD  
CHAMPION**  
U-19. W. RUPRECHT



**GP E2  
WORLD CHAMPION**  
M. PHILLIPS



**HATTAH DESERT RACE  
CHAMPION**  
U-19. W. RUPRECHT



WORDS // OLLY MALONE

PHOTOS // ADB

# LATER Big BLUE

DON'T LET THE EDITOR LOOSE ON  
YOUR LONG-TERMER





MAIN: Slow speed stuff can be a challenge

1. TeeNCee Graphics kit looking mint
2. New headlight from Baja Designs



**T**he news that I'd be steering a Yamaha WR450F upon my triumphant return to *ADB* had me pumped, but also a little nervous. I'll be the first to admit that, with the physical build of a praying mantis, I was a little worried how I'd go swinging off the back of a ball-tearing 450.

The WR450F is a big bike, no getting around that, and although I've got the required height, weight is more of a factor when you're trying to thread a 123kg missile through the trees. My first ride was a bit of a wake-up call. It wasn't the ideal location to pop my WR450F cherry as it was rock ledge after rock ledge with no open, flowing trails.

I battled with the WR450F the entire time. I stalled it at every climb, couldn't steer it and through tight trees I found the engine too abrupt. It dented my confidence but I knew in the back of my mind it wasn't 450F territory, these things like going fast!

Tech Editor Mat Boyd assured me that a few hours with the Yamaha Power Tuner would fix all my problems. The next time I rode the WR450F was closer to what I'd call 450F territory – fast, flowing trails with sweeping corners.

Here I started to enjoy riding the WR-F. It's an incredibly stable bike and offers a smooth ride over rough trails. Where I'd usually be getting knocked around on a two-stroke, the Yammi ploughed through, unphased.

By this stage the bike was starting to look more like an *ADB* Garage resident. TeeNCee Graphics had decked out the bike with a great looking graphics kit and I'd replaced the stock headlight with a Squadron Sports LED unit from Baja Designs.

## Maintenance



The maintenance scheduled outlined in the WR450F's manual recommends an oil change after the first 500km and then every 1000km after that for competition use. For trailriding, Yamaha recommends every 3000km. However, Tech Editor Mat Boyd recommended I do the oil more regularly as dirtbike engines cop a lot of abuse. Boydy recommends oil changes every five hours so I used that as a guide and didn't have any problems.

Valve clearances never needed adjustment and the air filter was cleaned every one-to-three rides depending on conditions. The simple maintenance makes the WR450F an easy bike to live with.

Parts that required replacement were the rear brake pads and the header pipe. The header was badly bent after a rider, who I will not identify, cartwheeled the WR450F down a rock ledge.

The stock chain and sprockets were showing signs of wear but did not require changing in the nine months we had it.

## Power Tuner



Yamaha's Power Tuner opens up an infinite amount of engine adjustments. It's a plug-in that you can carry in your hydration pack and make changes to the engine's power delivery on the trails or at the track.

We spent a lot of time playing around with mapping options for the WR450F. Working from the recommended "Hollis" map, we made countless micro adjustments until we found a map we liked. More changes had to be made after we fitted the Akrapovic muffler but again it was a five-minute job.

For Yamaha owners it's a tool I highly recommend investing in. The one device can be used across Yamaha's YZ-F and WR-F range so if you've got a bunch of mates all riding Yamahas, split the cost.

The Power Tuner retails for \$421.99 and is available from [yshop.yamaha-motor.com.au](http://yshop.yamaha-motor.com.au)





# RM-Z 2017 RANGE #Moto Winning Deals

2017  
**RM-Z 250** \$7,990 RIDE AWAY\*

2017  
**RM-Z 450** \$8,990 RIDE AWAY\*

\*Conditions apply. Promotional Recommended Ride Away Price. Offer available from participating dealers while stocks last or ends June 30th 2017.

Q Suzuki RM-Z



Way of Life!





## Rekluse



The Rekluse Core EXP auto clutch is their top-of-the-line centrifugal system. It leaves the original clutch function and feel unchanged while allowing you to ride the engine low in the rev range without stalling. It automatically engages and disengages based on engine revs.

If you've ridden an automatic scooter or postie, forget them. The pro-level Rekluse clutches engage just off idle, meaning there is none of the lag you get on scooters.

Plus, the clutch lever still works as normal, not that you need to use it much. My only advice would be to get the Rekluse installed by a professional.

The boys at Suttos Motorcycles installed the Core EXP in the WR-F and they told me the biggest issue customers face is adjusting the Rekluse so it doesn't slip. If you don't adjust it correctly you'll think it's broken, but really it's just not adjusted correctly.

## The Yammi ploughed through, unphased by trail junk

In my quest to reduce weight I replaced the stock muffler with an Akrapovic titanium slip-on. Besides looking good it knocked a few hundred grams off and released more beast from the WR450F engine, not that I needed more of that.

The stock levers were the next to go and were replaced with GYTR's pivoting ones. I also prefer open handshields to handguards so I removed the stock Barkbusters and fitted a set of Cycra Recoil handshields.

A blue anodised front brake-line clamp and axle blocks were also installed, for a 10kW power increase, although some owners say its more.

I decided on the ProTaper Contour Stock KTM bend handlebar and matching ProTaper Pillowtop grips. The bend is low with minimal rake. I've found less rake opens up the cockpit and allows you to get more weight over the front wheel.

Yamaha's mechanical guru, Darren Thompson, was on hand to show me the ins and outs of the Power Tuner. I handed over the WR450F and asked Thommo for his opinion. He immediately noticed the pipe had given

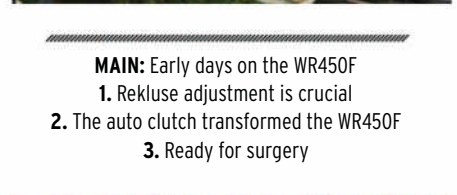
the bike more crack off the bottom but there was a bit of backfiring, which he fixed in 10 seconds, thanks to the Power Tuner.

Thommo also broke the news to me that I'd been riding the WR-F on the most aggressive map. It seems Editor Mitch Lees had commandeered the WR-F for a weekend before it was handed over to me and played with the mapping on a grass track.

He assured me the "Hollis" map was the last one selected. However, it was a set-up and Mitch had left the WR450F with the aggressive motocross map! Thommo dialled in a variation of the Hollis map to allow for the Akro pipe and the difference was instantly noticeable. It was smoother across the board and easier to ride slow.

However, the stalling issue still lurked. If you approached a rock ledge slowly in first gear, revved the engine and fanned the clutch to pop the front wheel the engine would flame out at the second crack of the throttle. Feathering the clutch didn't help either.

Enter the Rekluse Core EXP. I had always wanted to try a Rekluse clutch and now I had a good excuse. Auto



**MAIN:** Early days on the WR450F

1. Rekluse adjustment is crucial
2. The auto clutch transformed the WR450F
3. Ready for surgery





### The mods:

- TeenCee graphics
- Akrapovic titanium slip-on muffler
  - GYTR pivoting levers
  - GYTR anodised axle blocks
- GYTR anodised brakehose clamp
  - Kenda Washougal II tyres
- ProTaper KTM bend handlebar
  - ProTaper Pillowtop grips
- Baja Designs Squadron Sport



clutches divide dirtriders. You've got those who love them and those who hate them. After hearing the opinion of half of Australia I ended up taking the advice of a couple of trailriding mates who run Rekluses.

The boys at Suttos Motorcycles installed the EXP and I was sold. I got less arm pump, I was riding faster and, most importantly, I was having more fun. I was no longer fighting with the WR-F's engine.

Suspension was next on the agenda and Thommo had some settings he wanted to try. I was finding the WR-F harsh on the front and difficult to turn in. It's a very stable bike at high-speed but that has its drawbacks when the speed decreases and the trail becomes as tighter as a... (you fill in the blank).

Thommo dialled in the clickers and we raised the fork in the triple-clamps to 15mm above the top clamp to encourage the WR450F to turn more easily. The turn-in was much better but even with the clickers set and rider sag at 105mm the front still felt harsh.

Thommo said the stock fork springs are too light for the WR450F even without a rider. If you're 75 to 85kg the WR-F has a tendency to ride too low in the stroke, resulting in the harsh front-end. A stiffer set of fork springs will improve that plush feeling in the front-end.

The final piece of the WR450F puzzle was new tyres. The stock tyres were shredded so a pair of Kenda Washougal IIs was fitted. They are a dual-compound tyre and deliver good grip on all the terrain we ride around Sydney. Sand, rock, hardpack and loamy dirt, I couldn't fault them. I ended up only putting seven hours riding on the Kenda tyres and they showed no signs of significant wear.

The combination of the Kenda tyres and the WR's torquey engine made it even more of a hillclimb machine. On trails I've ridden for years on small-bore two-strokes, destroying clutches as I went, the WR450F just ate inclines. No matter how out of shape you find yourself on a hill, the WR450F always has power to get you out of trouble.

I had my reservations when Mitch first told me I'd be looking after one of the quickest 450s on the market but in the end I had a lot of fun on the big Yammi. In the nine or so months looking after it we had our differences but we worked everything out. **ADB**



**The stock tyres were shredded so a pair of Kenda Washougal IIs was fitted**



**MAIN:** Olly found his happy place on the WR450F by the end of the nine months. It started out as a fire breathing dragon and ended up a great trailbike

1. Stock front brakes uses a floating disc
2. TeenCee Graphics kit didn't show much sign of wearing after four months hard riding
3. Kenda Washougal II is a solid choice as an all-around tyre and see, no wear!





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# Sliders RULE!

CANBERRA MIGHT SEEM LIKE AN ODD  
PLACE FOR A DIRT TRACK, BUT  
FAIRBAIRN PARK BROUGHT TOGETHER  
THE POLITICALLY INCORRECT

////////////////////  
WORDS // DYLAN RUDDY PHOTOS // LEON KELLY







**MAIN:** The boss (Geoff Wood) must have been the first guy to enter to get #1

1. This kid will live to regret that helmet
2. Remove fairing, add Clone Army outfit
3. Crumpy knows how to go sideways
4. The Street Bike class provides laughs
5. Bell, Oakley and RockOil on display

## What is it?

Sideways Scramble is held at Fairbairn Park, just 15 minutes from Canberra's CBD. Run by the ACT Motorcycle Club, it is a non-competitive dirt-track meeting, which eases the usual rules. Think of it like Barefoot Bowls.

There are eight classes that cover junior, beginner, intermediate and advanced riders. There is also a street-bike/scooter class. Dress-ups are encouraged, as are strange contraptions like electric mountain bikes and road/dirt hybrids. Riders go out in classes, with each class getting multiple heats.

Canberra Motorcycle Centre is the chief sponsor, with Monza Imports also throwing their weight behind the day. The East Coast MX series was being held at the motocross track next door, giving punters at both events the chance to check out a different discipline.

I rolled into Fairbairn Park in Canberra with a banged-up 2011 KTM 350EXC strapped to the back of my HiLux and immediately felt out of place. I realised I was surrounded by flash-looking motocross bikes that were clearly a lot faster than my bush-basher.

It wasn't until I walked up the hill and was greeted with a pristine motocross track that I realised I was in the wrong place. Where the bloody hell was the dirt track?

Turns out I missed the sign saying 'Dirt Track This Way', complete with a big finger pointing in the correct direction. Could happen to anyone.

I was in town for the second annual Sideways Scramble, presented by the Canberra Motorcycle Centre. The event is a non-competitive day of fun that allows you to ride whatever you bloody want.

I had no intention of removing the 350 from the ute, as I had just done two days in the high country and it was complete with worn knobbies. But I soon learnt that this event is the epitome of "run what you brung".

Standing up the back of the riders' briefing, I looked at the ground when organiser Geoff Wood from CMC announced my name to the punters. Just when I thought no one had noticed me, I spotted a figure in a black hoodie, Alpinestars cap and dark sunglasses weaving his way through the crowd.

As the figure got closer, I realised it

was Jason Crump, trying to go incognito. "I don't like all the hype," he whispered. "Because I'm not actually very good at this." A three-time speedway world champion saying he is no good at dirt track is like Daniel Ricciardo saying he can't drive a V8. It just doesn't make sense.

## ARM BAND

With the usual 'motorcycling is dangerous' spiel done, it was time to let fly. I was given a black 'VIP' wristband, which allowed me to enter any class. The great JC took note of this. "You and I are going to have a race later on," he said with a grin.

I was a little nervous about racing a three-time world champ. He was in the Advanced class. Why couldn't they just give me a beginner's wristband? I threw on my gear, still covered in high country dust, and made my way over to meet Tom from CMC, who had a selection of bikes that he wanted me to ride.

Tom was a little fella dressed up as Plucka Duck. He acted as if that was completely normal. It certainly didn't seem normal; that is, until I spotted a gang of Spidermen roll past on scooters. Tom was the epitome of this event. He didn't have the latest and greatest gear.

First up, he wanted me to ride a 250F but when that wouldn't start I was relegated to a Suzuki RM125. As much as I love two-strokes, surely a 125cc machine isn't built for my frame? Especially going flat-knacker





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1

**MAIN:** Plucka (Tom) is late for filming

1. There were plenty of dress-ups
2. Look out, here comes the Spidey-gang
3. Dress code: neat casual. Guards optional
4. Oi, ya idiot, you cut me off!



2

on a dirt track. “Don’t blow it up on me,” Tom warned. “It’s not geared for this sort of stuff.”

My little 125, complete with knobbies and motocross gearing, was probably never going to bother the bigger bikes, but I’d still give it a red hot crack. When it was my turn to go, I opened the throttle and charged towards the first corner. It’s time to see if I can get this thing sliding.

## GEOMETRY

My only dirt-track experience was on a speedway bike under the tutelage of Crump himself. As I tore down the start straight, I tried to remember what I had learnt. But as I hit the corner, I became aware of a few notable things. First, this bike had brakes and gears. A speedway bike does not. Second, speedway bikes have completely different ergos and

geometry. Third, this is not a speedway bike.

Fortunately, I am a dirtbike rider, so my natural instinct was to hit the back brake anyway. I felt the rear step out and all of a sudden I was sliding, if only for a moment. This was a hell of a lot easier than trying to slide a speedway bike.

Both dirt track and speedway require commitment. To get the bike sliding, you need to commit and hold your speed right up to the entrance of the corner.

Down the back straight, I held the little 125 flat. I was ringing the thing’s neck and I felt like I was hooking along at a decent pace. But then a mob of 450s came flying past. The 125 had nothing left to give, but I was still having fun and that was the aim of the game. I returned to the pits and gave Tom his bike back.

Crumpy went out on his KTM 450SX-F and he wasn’t holding back. Although he may be a better speedway rider than a dirt tracker, he was arguably the fastest bloke out there. “What do you reckon mate?” he asked in his Aussie/British hybrid accent. “Did I look fast out there?”

By this stage, I had decided that I want to give the 350 a run. Although an enduro bike isn’t the most suitable steed for dirt track, the 350 was probably going to have an easier time carrying my frame than the 125. Once again, I was in the Blue class and found myself against actual dirt-track racers.

The official pointed at me and I opened the throttle. The 125’s punch off the bottom was missing, but as I built up speed the torque took over and I found myself moving along quite nicely. Then I hit the corner. I



3

***I soon learnt that this event is the epitome of “run what you brung”***



4



Jason Crump is the meat in an Advanced class sandwich having fun



## ***I felt the rear step out and all of a sudden I was sliding, if only for a moment***

tapped the rear brake, which wasn't actually working very well.

I still managed to get it to step out, but I also found the front trying to go. That tyre was certainly coming into play. Somehow I kept myself from washing the front and eating dirt.

My final outing was in the Street Bike class. That's right, street bikes. Tom wanted me to ride his old BSA, "for the experience". I'm not sure if experience was the right way to describe it, but it was different.

Next to me was the Spidey-gang on their scooters. They looked like they meant business, their expressionless, masked faces staring me down.

I looked up and honed in on the first corner. I had to be beat the Spideymen. This was my grand final. The official gave me the all clear and I was off. The BSA initially seemed to be moving pretty well. I took a moment to get used to the reverse gears and brake but then it was all sweet. That is, until I tried to shift down a gear coming into the corner.

As I applied pressure to the

gearlever, the bike made this horrible grinding noise. It just wouldn't go down and several times I overshot the corner. The thing was going to kill me.

The spidey-gang passed me and I watched in disappointment as they rode off into the sunset. When the chequered flag came out, I wasted no time in heading back to the pits. As I came to a halt, I breathed a sigh of relief. I'd survived.

But the bike was a little worse for wear with a heap of smoke coming from the clutch. "Looks like we might have fried the clutch," said Tom, his grin not waivering. "Not to worry, my old man will get it going again."

Dirt track has a different vibe to motocross and enduro. It's still super-competitive, but no one takes themselves too seriously. It's about having fun and bringing together people of all ages and abilities.

While I didn't break any records, I still had a blast and all going well; I'll be back next year. I still have to have that race with Crumpy and I've got a year to practice. **ADD**

## **Dirt track v speedway**

### **SPEEDWAY:**

- Purpose-built machines
- No brakes
- One gear
- Run on methanol
- 500cc maximum
- Single-cylinder, four-stroke
- Horizontal cylinder, like a postie bike
- Four-lap heats with four riders

### **DIRT TRACK:**

- Modified motocross or road bikes
- Front and rear brakes
- Generally five or six gears
- Can run petrol or methanol (in Australia)
- 450cc most popular capacity for senior racing
- Single or twin-cylinder (mainly twins in American Flat Track)
- Four-stroke or two-stroke
- Upright engines
- More riders, longer races





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## PREVIEW | FINKE DESERT RACE

WORDS // PETER WHITAKER PHOTOS // ADB ARCHIVES



### ***Most Finke wins***

- Randall Gregory, Toby Price - 5
- Stephen Greenfield, Ben Grabham - 4
- Geoff Curtis, Phil Lovett - 3
- Peter Stayt, Stephen Gall, Mark Winter, Rick Hall - 2



MAIN: Take this little guy out of the 2017 picture and what do you have?

1. Gall has won twice for Yamaha
2. The whoops have got bigger with time
3. Gordon McDonald is first away in 1982
4. Phil Stoker and Geoff Curtis inspect a burnt out KTM 495 on their way home



# Blood *AND* Guts

THE ORGANISERS NEVER REALISED HOW MUCH  
EXCITEMENT THE FINKE DESERT RACE WOULD GENERATE

**L**ess than 12 months ago, Toby Price made history in scoring his fifth Finke Desert Race victory; equalling the record of local hero Randall Gregory. Price dominated the weekend like no one before.

After winning the prologue he made the Sunday run south in 1hr 53min 19sec before roosting back to Alice on Queen's Birthday Monday in an almost identical time of 1hr 53min 35sec. Between rides, the Alpha male from Aberglasslyn muscled a 6.0-litre

Geiser Trophy Truck down to Finke and back to take second outright in the auto division.

This was probably even wilder than Alice Springs MCC president Peter Gunner ever imagined might happen when he threw out a challenge in 1976 to the hotshots of the territory to put some excitement into the long weekend. Simply called the There and Back, the race couldn't have been simpler.

It involved a thirst-inducing three-hour ride down to the Finke (Apatula) pub, followed by an even tougher run back the following day.





The rest of the time was spent honouring balladeer Ted Egan's anthem *We've Got Some Bloody Good Drinkers in the Northern Territory*.

As the first winner, Geoff Curtis, told ADB founder Geoff Eldridge a few years later: "It was a blast, we got pissed, slept where we fell, then all rode back with splitting headaches."

The good news spread quickly, and it took no time at all for interstate riders to make the pilgrimage. But it was a tough ask and it took no less than ISDE gold-medallist Phil Lovett to overcome the local talent; but only with a little luck.

Local lad Rob Honza held a two-minute lead when his chain snapped with just 5km to go. Such was their lead that Lovett made a futile attempt to tow Honza home with his jacket but couldn't, so he went on alone to win before returning with a rope to tow Honza home in fourth.

Lovett backed up the following year and in 1983 looked good for the hat-trick. However, having been beaten by the desert in 1980, Australia's foremost MX exponent, Stephen Gall returned and took the win. But he was under such pressure

from Lovett and Don Farrell that he set a race record that held for 12 years.

What had started only a decade earlier as a local derby was now a high-pressure, long-distance motocross, followed by an overnight rebuild and an even faster trip back the next day. And there was definitely no bibulous celebration until the Queen had settled in with the corgis.

### RIVALRY

The intense rivalry between the Territorians and the rest of the world continued but the organisers, the Outback Desert Racing Club, were stretched for sponsorship and the event was in danger of folding until Gary King, the Alice Springs Honda dealer and proprietor of Taps, Tubs & Tiles offered a massive cash incentive.

It may seem like small beer now but at the time \$10,000 was bigger than the prize money for the Bathurst 1000. And with the money came prestige and the publicity. "I insisted the 10 grand should go to the winner," King recalls. "I figured that if you get the guns in the rest will follow. And that's exactly what happened. I remember some people saying that riders should

**"I insisted the 10 grand should go to the winner"**



## Major league

ADB founder Geoff Eldridge rolled up to the tenth Finke and immediately wondered why he'd entered; telling anyone who'd listen, "this is way out of my league". Not only had Stephen Gall and Glenn Bell entered but the line up included Aussie enduro champs Dave Rose and Steve Phillips, previous winners Geoff Curtis, Peter Stayt and Phil Lovett plus the current MX hotshot, Jeff Leisk; who turned up with a four-man support crew. At least our Geoff had a proper job to fall back on. Here's his report from 1985:

"The whole thing was built up to such a fever pitch that even Geoff Curtis came out of a four-year retirement to have a go but I didn't really take him seriously.

"At the shotgun blast Lovett was dead last off the line into a cloud of dust so thick you could carve it with a knife. The crowd of 5000 reached for their pencils to cross him off. Peter Stayt romped straight into the lead, so his chances went through the roof. Gall, Leisk, Williams and Bell were off well and so was... nah! Couldn't be! Geoff Curtis? Lucky, that's all. At Deep Well it was Curtis in the lead - end of the fast road section. Big deal - so he's got a fast bike - the others will all pass him before the next checkpoint. Rumbalara - Curtis first. Bundooma - Curtis, Mt Squires - Curtis, The Ruins - Curtis! Hell's teeth - the boy can RIDE!

"Somewhere in this dust, Peter Stayt copped a shower of rocks, one of which smashed through his goggles and gave him a bigger black eye than he'd received in a whole year of being a nightclub bouncer in Cairns. Leisk passed him and sat in second. Gall had a massive crash in the very section he'd been practising to death, then had to stop to clean his goggles because his fuel cap hadn't been put back on properly. Glen Bell bowled past merrily.

"But what of Lovett? For the first time ever, Lovett must have had the fastest bike. In the first 60km he passed 26 riders and blasted through Deep Well in fourth. Then he passed Stayt, then Leisk and, as he reached the Finke River, passed Curtis. Just amazing.

"As for the rest of the thing it was a bit of an anti-climax. Lovett reckoned he was cruising at about 8/10ths on the first day and that if anyone posed a threat he could pour it on and get mobile again. He led all the way back to Alice with Curtis hot on his heels. The big one-two. Lovett always said Curtis was the best rider he'd ever seen in the desert. Except for himself."





**MAIN:** The prologue gives punters a chance to see their heroes up close

1. Grabbo wins on the GHR Honda in 2008
2. Range was an issue in the early days
3. Ben again, another \$10,000 but on a Kato

boycott the event because it had sold out to commercial interests. But we put that silly name up for five years and I've never regretted it. Then Wynn's came in. Then Shell. And now Tattersalls."

The Finke roosted from success to success and, only a few years later, Mr Motocross Craig Dack, Stephen Gall and Yankee desert racing champion Jim Ellis were expected to dominate the 1987 race. Yet it was local rider Alan Roe who'd built a 10-minute lead with less than 100km to the finish when his rear tyre shredded. Banana bender Dave Armstrong took Queensland's and Kawasaki's only Finke victory ahead of Dack and Gall. Roe was devastated but got his revenge the following year.

Roe's victory was the first for Honda and the first of an unprecedented string of wins for the locals; almost exclusively on the CR500.

During this time the only exception to a Territorian being crowned King of the Desert was in 1996 when three-time Baja 1000 winner Californian Dan Ashcroft, ended Gregory's run of five successive Finke victories with a victory of his own.

Ashcroft, the first and only 'international' winner, presumed the perpetual Finke trophy was his in perpetuity and was never seen again.

It wasn't until 2003 that local lad Darren Griffiths on a KTM 540 proved that a four-stroke could produce a win, then the following year Stephen Greenfield proved the Honda CR500

still had life in it. "Stretched, the CR500 was good for 185kmh," recalls Greeny, "only now can the four-strokes match that." However since then the Finke has been four-stroke territory and the 'locals only' influence has all but disappeared, thanks largely to Ben Grabham and Toby Price.

## GRABHAM

Grabham arrived in 2005 with a fifth before his first podium the following year; both efforts on GHR-prepped Honda CRF450Rs. Then followed back-to-back victories for GHR Honda which, together with his Australasian Safari victories in 2007 and 2008, left absolutely no doubt as to who was King of the Desert.



**MAIN:** Crowd salute coming into Finke  
**1.** Rick Hall and the mighty CR500 in 2002  
**2.** Phil Lovett carries his own luggage  
**3.** Greg Lutze and Honda XR500 tanker



## ***“Gall had a massive crash in the very section he’d been practising to death”***

He did it again when he moved to KTM on a 505XC-F in 2009. And, despite the pain of a busted hand, won the title back from Price in 2011; after which it seemed a prudent move to accept the position of team manager.

Since then Kato has accrued four more wins and taken the quinella in 2015 and 2016 with Price holding out team-mate Tye Simmonds on both occasions. No one knows more about what it takes to win Finke than Grabbo. “There’s only one way to test everything properly and that’s to do a full race, as near as possible under race conditions. So that’s what we did. There and back in a day.

“Then we did it again the next day. And the next. For five days straight. And another few days are spent on shorter runs checking setup. Maybe another 200km. So what’s that?” Grabbo reflects before continuing

“then we were back for a week in May to perform the same again”.

That’s about 4500km of practice for a 450km race and leaves little doubt the team leaves nothing to chance. “All we really had to do in the week before the race was check over the bikes, practice the two refuels and review the condition of the track,” says Grabbo.

As *ADB* went to print Toby was waiting for medical clearance to undertake the pre-running regimen no less arduous under new team manager Glenn Kearney than it was under Grabbo. Toby’s keen to run but it’s up to the medicos (and possibly the marketing consiglores in Europe). If not it appears we’ll definitely see a new face on the top step of the podium with outlanders Jake Smith, Josh Green and Ivan Long facing off against local lads David Walsh and Damon Stokie. **ADB**

## ***‘There and Back’***

When enthusiasm for ‘Mexican Motocross’ and ‘Follow the Toilet Roll’ (you really don’t need to know) started to wane, Peter Gunner and Barry Taylor decided a cross-country race from Emily Gap out to the Orraminna Rockhole and back would be a bloody good idea. It was. And the ‘There and Back’ was conceived.

The Alice Springs Motorcycle Club committee agreed that Aputula (aka Finke) was the next logical challenge. There was a track of sorts and, most importantly, a pub on the other side of the Finke River. Following the railway line shouldn’t be too difficult for even the most geographically challenged, however with the Ghan still in operation the fettler’s camps posed a real danger as did the amount of trackside detritus concealed in the spinifex.

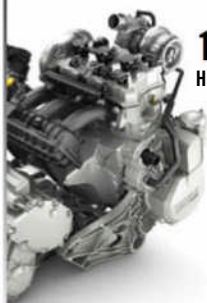
Scrutineering was no more than a subjective opinion as to whether the rider and machine would make it; and had enough coin for a shout at the bar. With sketchy radio comms provided by the Alice Springs Amateur Radio Group and a solo ex-army Land Rover as sweep ‘There and Back’ was born. Four decades later the Finke Desert Race has developed into our richest and most tightly contested outback epic.



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WORDS & PHOTOS // JEFFREY WILSON

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# Down to business!

**LYNDON SNODGRASS IS HEAD OF THE CLASS IN THE NEXT GENERATION OF OFF-ROAD RACERS**





**W**ith the AORC losing many of its stars this year, there's a group of up-and-coming young racers

set to make their mark. One of them is 19-year-old Lyndon Snodgrass, who has found himself in the box seat at the KTM Enduro Racing Team in place of his mate Daniel Sanders. It's a big step from privateer last year to riding for the highest-profile team in the country. But the young buck known as "Lyndo" isn't all that fussed about the bells and whistles, he just wants to race.

**You've come a long way in a short space of time but, without a title to your name, some readers may not know you. When did racing really take off for you?**

My first year of Senior racing was in 2015 on a KX250F through Hands-On Kawasaki [in Lilydale, Vic]. I raced the Under-19 class in the AORC and I had some good results, with top-15s outright, and I was pretty happy with how I was going. I finished the championship second in class and it was definitely a good learning year. Last year I moved to a Husqvarna TE300. I started the year a bit slow and was struggling but once I got my



## Who is Lyndon Snodgrass?

**Age:** 19.

**School:** Completed school in 2015.

**Work:** I try to ride as much as I can but last year I did a bit of labouring for my old man, who's a builder... I'm trying hard not to send him broke.

**Nickname:** Snoddy or Lyndo.

**Interests:** I don't do anything else.

**Are you a mud specialist?** I've developed some good skills riding in mud but I know I can get results on a dry track. It's just a matter of getting it done.

**Favourite race:** Hattah. It's an awesome event.

**Race ambition:** I'd like to do the Finke Desert Race one day.

**MAIN:** It's a big step up from Husky privateer with dad on the tools

1. Chucky can't use the Flexxbar kit on his factory bike this year but Snoddy can
2. WP Traxx PDS shock goodness
3. Xtrig Rocs triple-clamps are tough





**“It was me and Dad last year, that was our team”**

confidence up I got going okay. **You stepped up to E3 on the TE300 yet you were still eligible for the Under-19 class. Why take on the big boys when you could well have won the Under-19 championship?**

I'd had a good learning year in 2015 which gave me a good opportunity to learn the Senior style of racing. I knew I was ready to tackle E3 and I knew I could do well so it was just a matter of getting my confidence up and making my way onto the podium. I could have gone for the Under-19 option but I wanted to set my goals a bit higher and chase the leaders in the E3 class. I think it worked out well because it made my overall riding a bit better, rather than just focussing on the development class.

**Your results were impressive but even more so because you raced as a privateer with the support of your Dad.**

It was me and Dad last year, that was our team. We had a bit of support through Husqvarna thanks to the guys at First Class Motorcycles [also in Lilydale] which was good but yeah, it was me and Dad at the race track getting it done. Dad worked the tools all year.

**You had a strong result at the Hattah Desert Race with ninth outright and first on the 300 in the two-stroke class and from then on your racing season exploded. Was Hattah a turning point for you?**

I was super-happy with my Hattah result and I think from then-on the confidence was there for the rest of the year. The three-hour cross-country at Hedley was good for me. I knew I was going to be good in the long-distance event and the conditions were tough with wind, rain and mud and I got my first outright podium with third. I was stoked with that. I got third again the next day in the sprint round and I was bloody happy with that. It was an eye opener for me beating so many riders from factory teams. It was cool.

**You were strong again at the final two rounds of the 2016 AORC which were again held in horrid conditions.**

Yeah, it was kind of weird. I took off as the tenth rider for the first sprint and I came in and saw my name in first. I battled Chucky [Sanders] for the rest of the day and came away

with second outright so I was super happy. It was sick.

**With Glenn Kearney retiring from racing at the end of 2016 and leaving a spot in the Husqvarna team it was assumed you'd fill that. Now here you are on the KTM team with Glenn as your boss. How did it all come about?** It's pretty cool to end up at KTM with Glenn. It all started to fall into place after racing had finished at the Four-Day. When Glenn got involved taking on the KTM team management role [from Ben Grabham] it all fell into place.

**It seemed like you spent a lot of time training and riding with Chucky last year. How did you two end up training together?**

Chucky only lives around five-minutes from me so we did a fair bit of riding together. We live in a great area for riding and I hadn't really been riding with anyone of his level before. It was great to find someone that was putting in all the work and I had him to chase down and follow to learn a few things. It was pretty cool.

**Do you think training with Chucky helped you step up a level?**

I definitely reckon it helps when you ride with someone faster. After Hattah, my second half of the year had me where I was hoping to be at the start of the year.

**Even though you guys were not teammates, Chucky seemed genuinely happy for you at the events where you did really well.**

Yeah, that's what's cool about it. We're good mates and we'd been training together and when we were doing well it was sick. It was like a recognition of the work we had been putting in.

**How is it different racing as a privateer in 2016 to riding for KTM now?**

I reckon it takes the weight off your shoulders a bit. I don't have to organise as much stuff so I'm not running around in a rush. I'm still riding and training the same, it's just good to have the support of the team who do all the organising and preparation. I don't have to worry about anything other than riding and training.

**Are you a full-on rock star now with a trainer waking you up in the morning and a mechanic polishing your bike?**

Nah. No one's wiping my bum at home. I'm doing all the normal stuff







## Bike set-up

My set-up is nothing radical to what most riders would like in a setup. I like a touchy front brake. I love the stock handgrips. My factory suspension is awesome. It soaks up over-jumps and massive hits easily yet it's still good in the small bumps so it has a great field of performance. My engine is set up pretty mellow, with all the torque in the bottom where I like riding it in the bush. I recommend the green power-valve spring for all the bush stuff, because you don't want all the power of that 300 in one hit of the throttle grip. Gearing is standard and I run Dunlop MX3S tyres with Dunlop mousse tubes which I reckon is the best tube-and-tyre combination for the bush.

***"I don't feel any pressure from the team but I put a bit of pressure on myself"***

that I always did like the bike maintenance and the training by myself at home. But the race-day stuff will be so much easier with the team taking care of it all.

**Tell us about the equipment you're on.**

I'm racing a 300EXC, which is an awesome bike. The factory setup is something else, it's awesome. The big 52mm WP fork, trick shock and oversize front brake is the next step. You can race a stock bike and get some awesome results then you get a bike like mine and hopefully can go that little bit more.

**Is it the equipment or is it also having the team around to develop the bike?**

Having the team around is a big part of it. You can't just bolt the stuff on and expect it to be right. You need to be testing and getting it set-up perfect.

**To a degree, you are part of a new team this year. It's still KTM but there are two new riders [Lyndon and Daniel Milner], a new manager and the bikes are new. Do you feel any pressure to maintain KTM's winning ways?**

I don't feel any pressure from the team but I put a bit of pressure on myself because I want to do well. Every racer puts pressure on themselves. We'll see how we go at the first few rounds and hopefully all goes well.

**Most onlookers will expect Milner to win. That's a big expectation. Does that give you the chance to fly under the radar a bit?**

I guess so. Daniel has been riding really well and looking good on the KTM. It'll be interesting to see where we're all at after the first two rounds.

**Kearney is regarded as an off-road legend. What's it like working with him?**

Glenn has achieved so much in his racing career and he's well respected in the off-road scene. It's awesome to be working with him and I reckon he's adapted to the management role. He's working flat-out. We're on the phone a couple of times a week and he might suggest a few things for me to try and general stuff like what we want to achieve in 2017.

**Did you test the entire KTM fleet or had you already set your sights on the 300?**

After just one year on a 300cc two-stroke [the Husky] I was happy with the way my results were going so I figured another year would be a smart move. I can always change to another bike next year. The EXC is totally new this year so I was keen to race it.

**Does a big, fat pay cheque come with being a KTM team rider?**

Nah. You've got to earn those. **ADB**



**MAIN:** Happy on the 300EXC but not ruling out a switch next year

**1.** Lyndon demonstrates his skill as a stringybark ring barker





# 2017 Yamaha Racing MX Collection

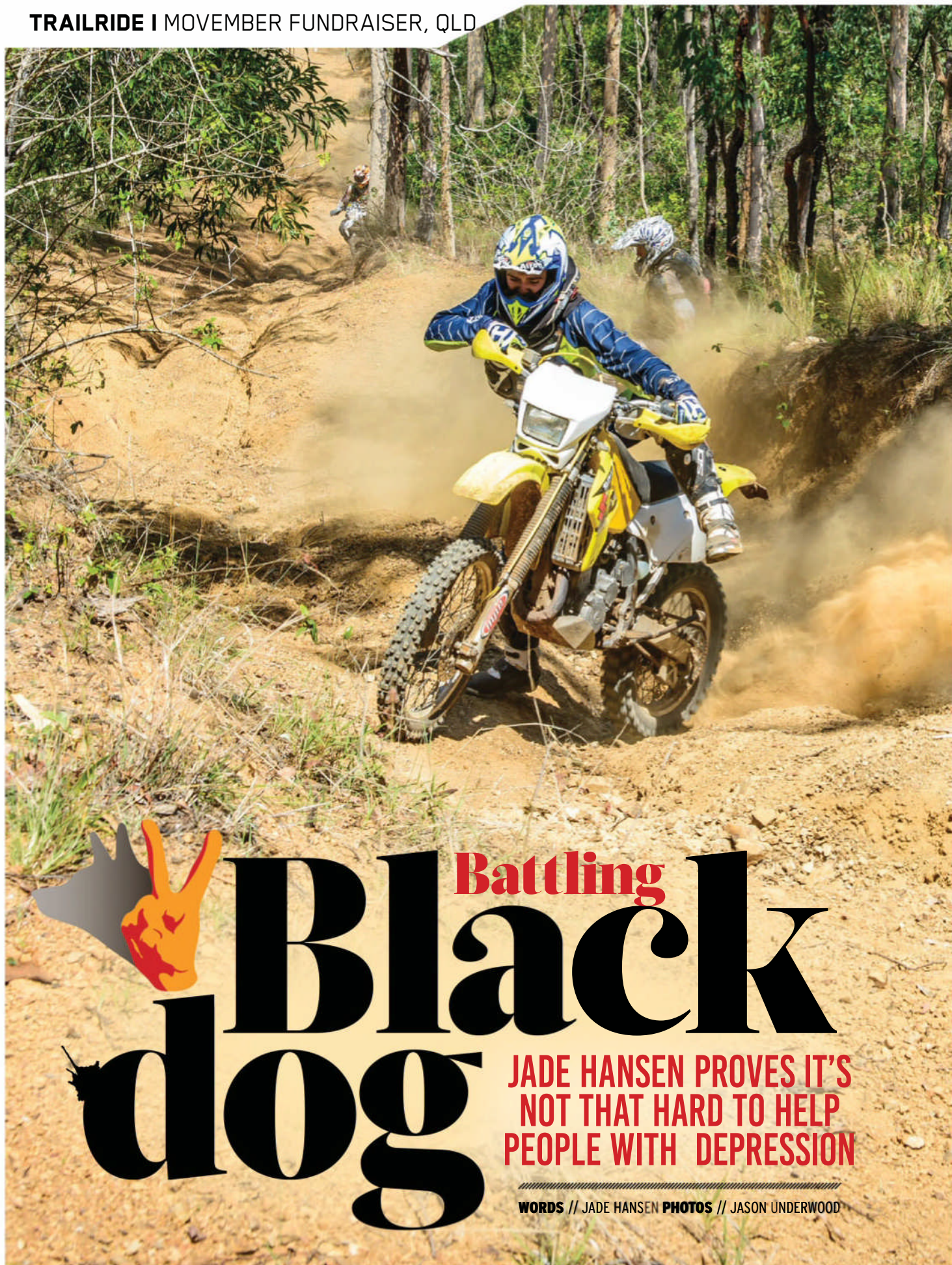


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# Battling Black dog

JADE HANSEN PROVES IT'S  
NOT THAT HARD TO HELP  
PEOPLE WITH DEPRESSION

WORDS // JADE HANSEN PHOTOS // JASON UNDERWOOD



## Don't be blue

If you feel like life is not what it should be, don't hesitate to speak up to a mate, or family member or try having a chat to one of the professional organisations listed elsewhere, they're here to help day and night to get your life back on track. Don't let another dirt rider die.

**M**ovember... it's the time of year you grow a moustache for the good of your fellow man and don't give a stuff if it makes you look like a '70s pornstar or that you're sporting a leftover from *The Amazing Mr Fox*.

You do it to raise awareness and fighting funds for the increasing problem of blokes dying as a result of men's health issues.

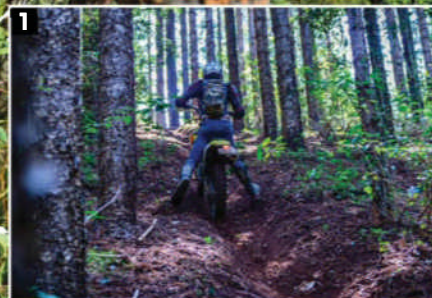
Six Aussie men take their own lives every day and at least one in eight experiences depression at

some time. For me this hits hard, as I've experienced dark days, my brother battles the "black dog" almost every day and I lost my childhood idol to suicide when my ol' racing mate Col, clocked off.

It was time for me to step up. To do my bit. With that in mind, and a good knowledge of the tracks and trails in the Kalpowar State Forest, I locked in the first weekend of December for a Movember fundraiser (mainly due to the fact I needed every day I could get to produce a visible mo.) I put the word out to a few riding mates and stomped down one of my best rain dances to make loam.

**MAIN:** Riders struggle to avoid another \$5 touch-up for touching down

1. Should've been fines for paddling
2. Help is on hand at Pile-Up Hill
3. Ready for the off in Builyan
4. Keeping the undercarriage clean





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## Pile Up Hill definitely lived up to her name, as she induced quite a few \$5 donations

### GENEROUS PUNTERS

Our charity weekend came just a few days after the rains (although a little more would have been nice). It was going to be a cracker of a day to throw some roost, and 27 punters from all over Qld, including the Sunny Coast, Bundaberg, Agnes Waters and Gladstone, waxed their facial hair in readiness. The moustaches ranged from something Chopper Read would have been proud of, to mos with less hair than a supermodel's eyebrows.

There was a quick rundown of the corner-man system and a detailed explanation of our number one rule, which was that if your handlebar touched the ground it was a \$5 fine for Movember. With most of the punters nodding in agreement and the rest looking around for a bank, we mounted our trusty steeds and rode off through the Boyne Valley to the mighty Kalpowar.

I led the boys through everything

from fire trails, twin track, hills, creeks and, of course, the elusive singletrack, until I thought they were almost warmed up enough for something a little more vertically challenging. Pile Up Hill definitely lived up to her name as she induced quite a few \$5 donations as I watched from the top concealing an evil smile under my cheesy mo.

Once we were all at the top a few bellies started to rumble and it was a race to smoko, during which Big Stan took a serious dirt sample. Being the tough soldier he is, battered, bruised and fairly dazed, the big fella rose to his feet. Stan was unsure as to what went wrong but I put it down to the extra weight he was carrying on his upper lip.

Stan made it to the support vehicle, there for the dispensing of ice-cold drinks and a range of refreshments. Old man Murray inhaled fresh scones topped with jam and cream like it was his last meal.



**MAIN:** Concerned that the photos were looking a bit ordinary for ADB, our author takes matters into his own hands

1. The le mo's starts were a bit hairy
2. Synchronised leg-over work ... nice





*It was Matty Murray who mo'ed down the field to prove he wielded the fastest mo., albeit only a few whiskers more than your average catfish*

### Contacts

Lifeline Australia

131 114

Beyond Blue

1300 224 636

Black Dog Institute

[www.blackdoginstitute.org.au](http://www.blackdoginstitute.org.au)



**MAIN:** Sixtieth Anniversary Yamaha WR450F and bridge, before cyclone 1,2,3. It didn't matter if you were on a Beta, DRZ-400 or Six-Days Kato, Pile-up Hill took no prisoners

### GORILLA SUIT

Before long, the repast was reduced to crumbs. Big Stan decided he'd be better off resting his womb broom and called it a day. The rest of us hit hill after hill and all the good stuff in-between us trailriders live for, even encountering a mischievous gorilla lurking in the pines (I can't confirm it was Mitch from the support car).

With all the testosterone in the air, and some accumulated on our top lips, there was one question that needed answering, whose mo. was the fastest? Five heats of five riders were run and won around a circulating

firetrail loop in the pines which entailed both a decent hillclimb and matching downhill.

As the finalists lined up for a "le-mo's" start and it was on like Donkey Kong (ironically). It was Matty Murray who mo'ed down the field (pun intended) to prove he wielded the fastest mo., albeit only a few whiskers more than your average catfish. We rode back towards base camp via the Burnett Range and a quick hit of golf at the "riding range" which is just like a regular driving range except its mandatory to "Happy Gilmore" your golf ball as far as

possible into the valley below.

As I turned the final corner with the crew trailing behind and the sun setting, ending a kick-arse 170km ride, thoughts of my lost mate Col entered my mind and a couple of tears sloshed into my lipholstery in his memory.

With all the crew back, there was only one thing left to do ... collect the crash tax and mo. fines over a few beers. With the generosity these blokes had we raised over \$1000 for the Movember foundation to help blokes like you and me get their lives back on track if we ever need to. **ADB**



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# High Expectations

WORDS & PHOTOS // LLEWELLYN PAVEY

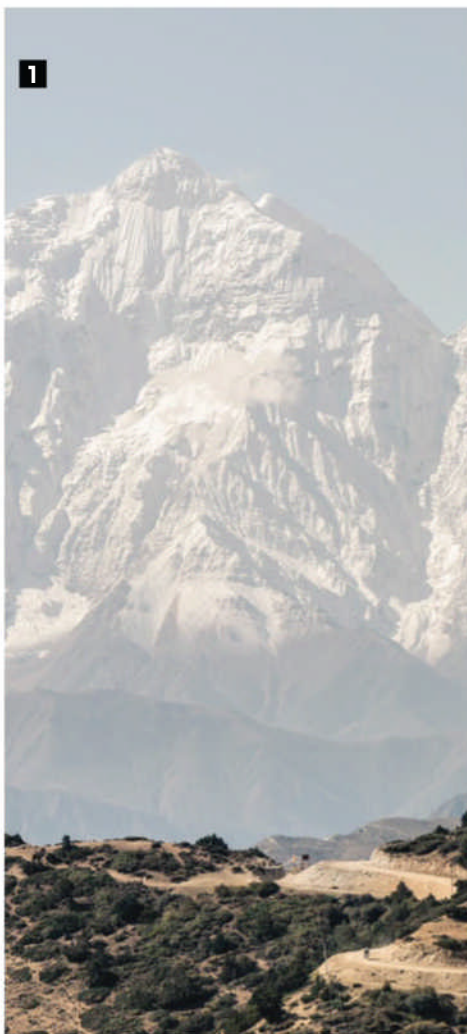
DAKAR FINISHER LLEWELLYN PAVEY  
FINDS THE PACE A LITTLE SLOW BUT THE  
SCENERY AMAZING IN NEPAL



**MAIN:** The military locked it up but then they knocked the road through from Jomsom

1. The Annapurna range is over 8000km
2. Wardrobe hanging space was limited
3. Kids and motorbikes ... who would figure
4. Quality bridges for the Honda CRF250Ls
5. We don't even want to think what this is

1



2



3



4



5



**W**e're 3800m above sea level. The road to the top of the pass has been swallowed by a glacial waterfall. The rocks glisten

in the midday sun, water lapping over them and flowing over the cliff to the valley floor.

I attack it with every ounce of skill I've got, feet dancing on the footpegs and beads of sweat forming on my head. The oxygen-starved air has robbed me and the Honda XR250 between my legs of the few horsepower we had. I manage to smash my way across the rocks with good speed and a small degree of finesse.

The XR is wailing, revving higher than it ever has. I hold the throttle to the stop. In front the ground surges upwards around a corner. There is no way we're going to make it to the top. The little Honda is gasping, struggling to drag us forward to our destination.

I jump off and run the bike 10 metres up to flat ground. My lungs grasp for oxygen and my heart bursts through my chest. Welcome to Nepal.

## Coming up next

ADB Ed Mitch Lees has an adventure of his own coming up with Nevermind Adventure Tours riding from Delhi to Leh in India. It looks like an awesome way to see the sub-continent so stay tuned!



**MAIN:** One wrong move and you're dead

1. House melts into the mountainside
2. Building the road took five years
3. Mikke was lucky with this choice of location for his off, 500m before there was a cliff

## *The speed of life*

The speed of life in Nepal is vastly different to the west. It's fantastic on many levels, refreshing and relaxing but only if you're ready for it. It moves slowly, takes an age for anything to happen and is remarkably relaxed for a busy place.

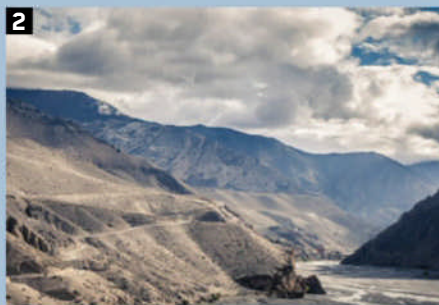
That experience starts the second you get off the plane and join the convoluted visa application process. From the lack of signs and photo machines that don't work to the two-hour queue to pay \$30; everything takes time.

Nothing happens when it should. We live in a society where we aim to be timely, arrive when we say and expect everything else to happen accordingly. We're not the best society at it, but it's an expectation. In Nepal, there is no expectation of that.

***The rainless mountain lands of the Upper Mustang were now a realistic motorcycle goal***







## THE UPPER MUSTANG

Nepal is no longer off the beaten path. In fact, it's a tourist trap filled with an immense number of westerners bashing their way through the cities and mountains.

Nestled in the middle, bordering Tibet, is one of the Earth's most special creations; the cold desert of the Upper Mustang. Only a few places around the globe are like this; the Upper Mustang is one of the least well known.

In 2015, a five-year road project by the Nepalese army completed access from the town of Jomsom to the Chinese border and access to an incredible corner of the Earth became possible by bike. The rainless, thriving high-altitude mountain lands of the Upper Mustang were now a realistic motorcycle goal.

A trip into the Mustang is something that needs organising. It's not a turn-up-and-ride kinda thing, mostly because of the political hoops. You still need a registered guide,

which means someone needs to organise it all. My Dutch friend Chris Wiltuis was that guy.

The prep he gave me about the trip was pretty straight forward. "The riding is all on dirt road, it's going to be high altitude, the accommodation will be very basic and it'll be cold at night, so bring a decent sleeping bag."

Firstly, I forgot my sleeping bag. Secondly, dirt is a very, loose description of the roads. Every story about travelling into the Upper Mustang starts in the Lower Mustang. You've got no choice because of the aforementioned dirt road.

In the humid, subtropical forests surrounding Beni, the tarmac transporting an endless stream of tiny Suzuki Alto taxis comes to an end. The road gives way to a single-car width dirt track that provides access for tourists and locals to the sacred temples at Muktinath. The vibrant, air condition-less busses, painted with promises of free Wi-Fi and much more, dominated the road. The savage

Kali Gandaki river provides an epic rumbling soundtrack to the exquisite madness around us.

We were at the end of the monsoon season. The road had been driven to bed-rock by months of rain and the bed-rock shaped by the constant pounding of overladen buses. The riding was incredibly fun.

The skies opened up. The road developed foot-deep ruts squashed in by buses and the smiles spread across our faces. We scrambled, footed and fought our way through the melee.

As darkness loomed, one of the crew, Mikke, caught the sump of his Honda CRF250L on a substantial rock. The oil flowed profusely so we went in search of more, and a repair. In the end we towed it through the dark and cold rain, ate steamed dumplings and slept in our cold, un-heated bunk room. It was a great first day.

The next day we made it to the border of the Upper Mustang. The town of Kagbeni is the last place you can travel to without a permit. It's also





## ADV RIDE | THE UPPER MUSTANG

the first place that feels like you've made it past the tourists. A handful of guesthouses serve walkers trudging the famous Annapurna circuit, young monks play in the stream and cows roam the dusty streets.

### DHAKMAR

Three days of riding and an altitude gain of 3000m followed. With each corner we rounded and every peak we crossed the scenery became more dramatic. Behind us looms the massive Annapurna range, where you'll find three peaks over 8000m. The road improved as the desert emerged and loose rocks replaced mud.

We slept in basic tearooms, embracing the squat toilets and ice-cold showers. Each morning we

clambered out early for the sunrises. At this point it was already becoming a magical trip. The simplicity of life was special, the scenery unlike anything I'd ever seen, the history incredible. And then we saw the mountain at Dhakmar.

Across the ice-blue, glacial melt river flowing through the valley below Lo-Ghami is an ancient mane wall (pronounced ma-ney), painted with vivid red, blue and white paint. Standing nearly three metres high and 150m long, it provides an incredible foreground to the magical wall of rock that stands above the town.

Patches of intense blues and vibrant reds run through the orange sandstone like they were painted by an artist. The crevasses and channels

cut by thousands of years of rain and wind, contain caves cut by an ancient people. It's hard to do it justice. We bumbled across the plain, following a faint horse track and stunned by the golden, setting sun.

### LO MANTHANG

The road into the capital of Upper Mustang is a virtual highway, but littered with miserable-looking hikers getting wind blasted with the talcum powder-like dust. The weather is warm and the altitude is taking its toll. A touch of dehydration is accentuated by the thin air.

Lo-Manthang is everything you can hope it would be. The influence of 20 years of trekkers is apparent, but it's still a place that is holding tightly onto

***With each corner we  
rounded and every peak  
we crossed the scenery  
became more dramatic***







1. The 800-year-old monasteries at Lo-Manthang
2. The tearoom accommodation is basic
3. Pavey does selfie with the survivors
4. The Annapurna circuit is popular with walkers



its heritage. Everything from the incredible 800-year-old Buddhist monasteries to the washing done in the aquaduct is magical. People almost ignore the intruders. We were flies in their town, allowed to move around, soak it in and move on.

The introduction of electricity hasn't, yet, brought much more than light and power to the guesthouses. They still do everything the old-fashioned way, still use horses to move around and work tremendously hard. After two nights our time was running out. We had to head back to the border.

### RETURN TO KATHMANDU

Once you've reached the end of the Mustang road, the only way out is back the way you came. The way down is better. The road faces the Annapurna until you reach Jomsom. The whole ride is in the shadow of this snow-capped mountain standing 5000m above you. It's uplifting, intimidating and adds something special to the journey.

When you reach the sub-tropical forests, the density of people, the chaos of a road filled with Nepalese

and the noise all come as a shock. For the last seven days the only noise has been the wind, the trickle of a stream and the mellow purr of a gutless, choked Honda. Now it bustles.

The Upper Mustang is an incredible place that has been inadvertently preserved by the military restrictions on it. It means that, right now it's rough and basic. It's a raw experience where the riding is challenging, the altitude physical and the scenery is unlike anything else I've ever had the joy of experiencing. It's a motorcycle adventure paradise. **ADB**

***With each corner we rounded and every peak we crossed the scenery became more dramatic***



**MAIN:** The introduction of electricity hasn't made much difference to the locals

1. A traditional hall in the wall apartment
2. Do your washing before the goats arrive
3. Suzuki DR200 mixed it with the Hondas



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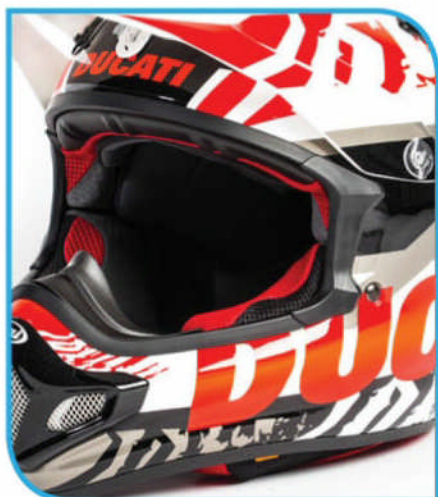


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E



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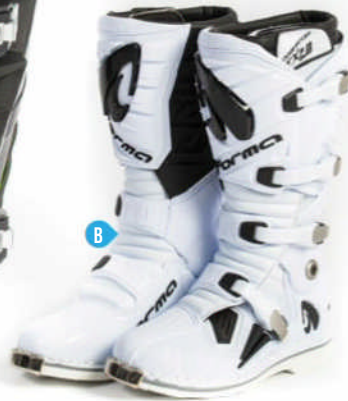
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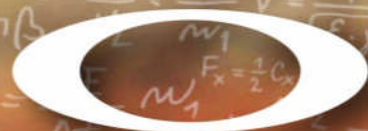




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BY TIM VARE



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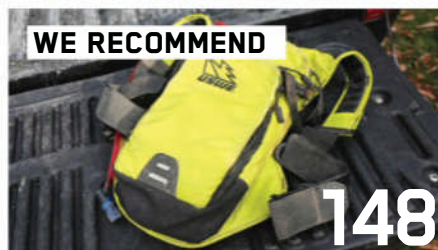


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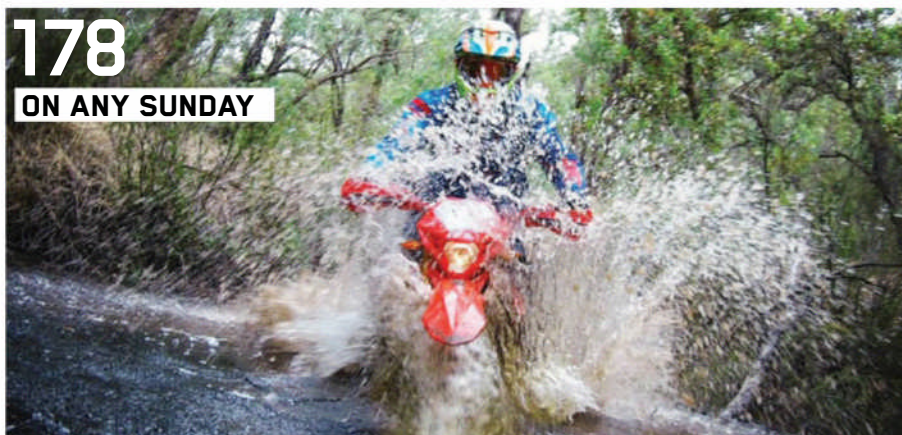
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**REDMONDS RANT** 193

Redmond is a crusty demon, but not one of those 'Crusty Demons'. He also loves pork. Okay, that sounds a little odd. Maybe just read the column. You'll see what we mean.



**SWM**  
**RS500R**

# ITALIAN STALLION

**EX-ADB ED AND DIRTBIKE TRAGIC ANDREW  
CLUBB IS BACK ON THE GRAVY TRAIN**



*The word is that Victorian  
brand Safari already has a  
larger tank on the way*



**SWM RS500R****RRP:****\$8990****WARRANTY:**

Six months' parts and labour

**DISTRIBUTOR:**

SWM Motorcycles Australia

**INTERNET:**

www.swmmotorcycles.com.au

**SO FAR ...****HOURS:**

1

**MODS THIS MONTH:**

None, she's brand spankers!

**MODS NEXT MONTH:**

Barkbusters, Force bashplate, shorter rear guard extension and more

1



2



3



**MAIN:** Adventurer Andrew Clubb. Look at how trick that panel garage door is

1. Single Arrow muffer replaces stock pair
2. Chain is ready for action
3. Keep rubbing hard and there's a Husky emblem underneath there

**IT'S NOT EVERY** day the Editor of *ADB* magazine calls you up and says: "Hey, mate, how would you like to take custody of our next long-term test bike? You get to ride it, set it up and live with it for the rest of the year, and we'll set you up with plenty of consumables and some fresh riding gear. Are you keen?"

Keen? I'm keener than Ken Roczen signing a big, fat HRC contract. Bring it on. And boom, simple as that, I had joined the ranks of the adventure few to receive an *ADB* long-term.

Two weeks later Editor Mitch Lees was backing his shiny new Mitsubishi Triton down the driveway with 'my' precious cargo in the tray. And what a gleaming red, white and black piece of Italian off-road hardware it was: none other than a thundering new SWM RS500R thumper.

As we unloaded it and I

rolled the bike into my shed, an overwhelming sense of déjà vu descended upon me: can you say 2010 Husqvarna TE510? If so, you'll be all over this budget, big-bore Italian.

My regular rides of recent times have been a Yamaha XT660Z Ténéré long-distance lounge chair, for the annual Ténéré Tragics Run, and a WR250F for bush surgery.

**QUALITY TIME**

No prize for figuring the RS500R is going to split them fair down the middle.

SWM is promoting the RS500R as a serious trailriding tool, rather than an enduro weapon, which is just fine by me with the type of riding I plan to do. And priced at \$8990 plus on-roads, plenty of trailriders will be giving the SWM more than a cursory glance, so it's going to be interesting to see just how many SWM riders I cross trails with during the year.

My plan is to hit some weekend trailrides with my old mates from the Sydney branch of the DSMRA, give the SWM an airing at the Kowen Forest Ride and at the Watagans Trailbike Rally in August, as well as heading for some longer rides, including a session in the vast Big Desert country out the back of Hattah, where I hope the thundering RS500R will be right in its element.

But all that lies ahead; for now I've had the Italian stallion for just over a week - a week that coincided with a filthy low-pressure system being parked over the NSW coast which delivered nothing but storms and daily drenchings. I managed to get the SWM out for an hour for a touchy-feely session, but other than that, this relationship has been filled with tentative glances across the garage.

**Andrew Clubb**

## ITALIAN MEATBALLS MEET CHINESE TAKE-AWAY

Launched last year in Australia, the SWM RS500R (and RS300R) literally are reborn Husqvarnas, from the days after Husky was bought by BMW and the TE510 replaced by the then radical TE511 in 2010.

The SWMs are produced in Italy in one of the same factories and by some of the same staff as the pre-BMW Husqvarnas. A revered manufacturer of competition off-road machines in the 1970s and early '80s, SWM has been resurrected by former Husqvarna employees headed by Technical Manager Apelio Macchi with investment from leading Chinese brand Shineray.

Being closely based on the Husqvarna TE510 and TE310



SWM RS650R

models, the RS bikes have given SWM an instant entree into the trail and enduro market, while a SWM RS650R dualsport (above, based on the Husky TE630) also has been released, along with a few retro road bikes. There are all-new SWMs set to roll down the line in the coming months and years.

What will make a lot of prospective SWM owners stand up and take notice is the pricing. The RS500R is just \$8990 plus ORC. That's a whole lot of big-bore four-stroke trailbike - with a serious enduro heritage - for not a lot of precious muller.

## TOUCH ME, FEEL ME

Some of the things that stand out for me now that I have the RS500R parked in the shed is the easy access to the sparkplug, the amount of room around the motor's top-end, the Brembo brakes and clutch, Kayaba suspension, beefy front axle, fast SWM graphics and tasty Arrow muffer (which comes as a retail promo).

On the flip side, stuff that I want to fix on the SWM are the handshields, poorly protected frame tubes and crankcase, overly large front guard and rear guard extension, and limited fuel range with the stock 7.2 litre tank.

Seven litres just won't cut it on a big-bore thumper for real trailriding. The word is that Victorian brand Safari already has a larger tank on the way, based on a slight rework of the 16-litre number that fitted the Husqvarna TE510 up to 2010.



# THE MITCH IS BACK

**BOYDY PREPARES FOR THE POSSE FROM SYDNEY**

## KNOWING THAT EDITOR

Mitch Lees was on the mend I have been getting in as much riding as I could on the 350EXC-F before the dreaded phone call to say he was coming to get it. It was non-stop rain here for most of the month so riding in the dry just wasn't happening.

Instead I had to wait for breaks in the weather to get out there. Riding in the wet isn't that bad, riding in the rain and being soaking wet sucks but riding in mud can actually be really enjoyable. That is unless the yahoo 4WD crew have been through your local tracks.

Don't get me wrong, it's great to see everyone enjoying the bush but why these guys need to go back and forth through a tiny puddle in their lifted trucks with R.M. Williams mudflaps and fake exhaust stacks and turn it into a swamp is something I will never understand. Us motorcyclists unfortunately get lumped into the same group.

The rangers see 4WD guys destroying the place and then want to lock us all out. I'm sure I'm not the only one who gets frustrated by this and I'm sure I'm not the only who gets a little excited when I see gates up to keep the 4WDs out. Gates mean I don't have to ride around every blind corner in fear of a bullbar at eye level.

Our savior is the mighty singletrack, although I have come across a few morons trying to widen our primo singletrack with their Tonka

toys. Speaking of guys with trucks, here comes Mitch.

If I had my way I certainly wouldn't be giving the Kato up anytime soon but the Editor has been given the all clear and he wants his bike back. My time with the KTM has been thoroughly enjoyed and it has definitely opened my eyes to a whole new world.

I grew up riding and practicing in the bush but I always raced motocross and supercross. I wasn't blessed with rich parents so I never had my own private test circuit, but I was lucky enough to live in a place where we had plenty of tracks cut into the bush which we used for training. The big thing for me was having a registered trailbike.

## ROAD LEGAL

Being road legal and able to commute to the bush whenever I felt like it has been a blessing. It also opened up a whole new range of trails that I have never been able to ride without rego. The thing I have enjoyed the most is being able to come home from work and duck out on the bike for an hour and be home in time to bath, feed and put my daughter to bed.

This is a win for me and the wife. Going for an hour ride with a motocross bike means three hours by the time you load, unload and drive to and from the track. So the big question here was whether the KTM would make me an enduro convert. The straight answer is yes, but I'll still ride motocross.

I'm just really enjoying the convenience of enduro riding right now. Motocross is much more serious and requires much more time to get to the track. I'm finding the guys out in the bush much more relaxed and it's just easier to enjoy.

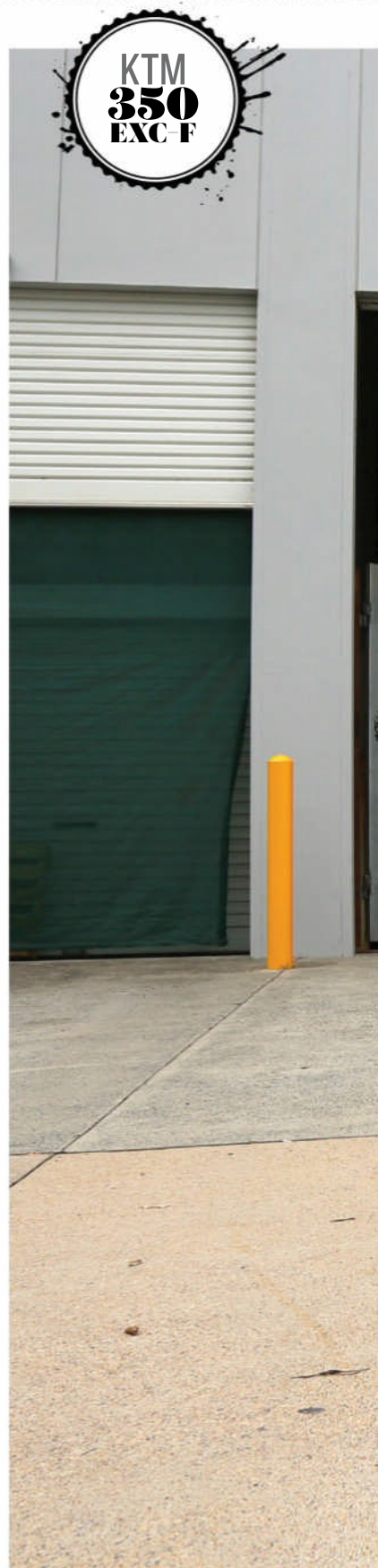
Enduro riding is all about enjoying yourself and that is certainly what I have done over the last few months. If the option of another enduro bike came up I would not hesitate to put my hand up for it and a KTM would be nice.

The 350EXC-F has been fantastic. I can't fault it. The power is user-friendly and the plush suspension makes riding all day not a problem. The chassis is nimble and well balanced. The bike steers well and is effortless to ride.

You don't need to fight it or muscle it around, it just does everything it is designed to do perfectly. I have kept the KTM serviced and have had no mechanical failures with it, although former Enduro Editor Jake Stapleton had to replace the fuel pump due to a broken plastic part when he took the bike for a few weeks. The only thing I would change on the bike is the springs, but only if I was to race it. For trailriding the suspension is fine but when it comes to a rough track where you are pushing the bike during a race I feel the springs will need to be stiffer.

I have really enjoyed this experience and am disappointed I had to part with the bike.

**Technical Editor Mat Boyd**







### KTM 350 EXC-F

**RRP:**

\$13,995

**WARRANTY:**

Six months' parts and labour

**DISTRIBUTOR:**

KTM Australia

**INTERNET:**

[www.ktm.com.au](http://www.ktm.com.au)

### SO FAR...

**HOURS:**

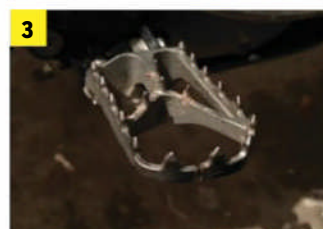
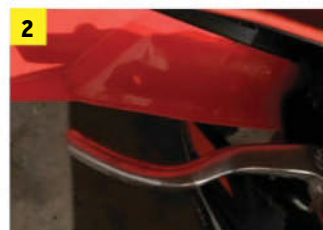
27

**MODS THIS MONTH:**

NONE

**MODS NEXT MONTH:**

NONE



**MAIN:** Rebel prepares to put rip-off artist Mitch back in hospital with flesh wounds

1. Topline seat holding up in the mud

2. Lever snapped where it's meant to

3. Jake cracks the 'peg





# BETA ACQUAINTED

**XTRAINER DEMONSTRATES THE LIGHTNESS OF BEING**

**TWO MONTHS IN** with the Beta Xtrainer 300 and I'm stoked with this feather-weight machine. My initial impression was confirmed when I took the Beta out for its full initiation to the ADB long-term regime.

The hand-over with Grabbo in the last issue was more a bike-building exercise than trailride and it didn't give me a good opportunity to test the latest toy. So it was back to the forest for another session a couple of weeks later, although this time with Editor Mitch Lees

suited up in riding gear for the first time in five months.

Mitch and I headed to the Letter A for his first ride back from injury and my first trailride on the Beta. Everything about the Beta is easy, from loading into the tall tub of the ADB ute to manoeuvring it around the garage - it's just so damn light!

This lack of weight translates into a mountain bike-like feel, even more so than a 200cc or 125 two-stroke. Beta has done an incredible job to create a

bike that changes direction, turns, stops and picks up pace so easily.

Downhill, the Beta gives me heaps of confidence because it can change line and slow under braking without feeling like the front wheel is going to wash or the back is going to overtake the front. Uphill the torque from the 300cc two-stroke engine makes life easy.

Mitch and I were tackling some rock-infested hills in the Watagans and, at the top of one, he commented that he

could hear me riding up this snotty hill using only the bottom-end. The amount of torque is impressive, it's like a mountain goat this little bike.

The plush suspension has its advantages and over rough, rocky trails and up hills the Beta has less of a tendency to get pushed off line. This goes against what I was anticipating given it's sub-100kg weight.

However, the same suspension that works well in some situations finds its limits when the pace picks up and





1

***The amount of torque is impressive, it's like a mountain goat this little bike***

that's something I'll have to get used to. It's not a desert racer but nor is it advertised as one.

On high-speed trails it feels uneasy, especially compared to my Yamaha WR450F long-term. The geometry of the bike lends itself to tight terrain. It's got a ridiculous amount of steering lock and can turn on a 10-cent piece.

It's a bike that suits a standing position. It is smaller than a standard enduro bike but it's something I only notice when sitting down. Standing up

it doesn't feel cramped.

My only gripe so far is that the gearlever seems a long way from the footpeg so I keep missing it. It could be a matter of positioning so I'll try rotating the shifter up a notch.

Last month I wrote that handguards would be the first mod but there's been a delay so my fingers will have to persevere for another few weeks. The beauty of the Xtrainer is it shares components with Beta's RR enduro range.

The pipe is a major

contributor to the smooth power delivery, so is the mapping, and there's suspension components that can be swapped out to improve its high-speed performance. Beta also produces a huge range of performance parts for the Xtrainer. I'm excited to get stuck into this bike, although I'm enjoying it how it is.

**Digital Editor Olly Malone**



### **BETA XTRAINER 300**

**RRP:**

\$10,190

**WARRANTY:**

Six months

**DISTRIBUTOR:**

Beta Motor Australia

**INTERNET:**

betamotor.com.au

### **SO FAR...**

**HOURS:**

4

**MODS THIS MONTH:**

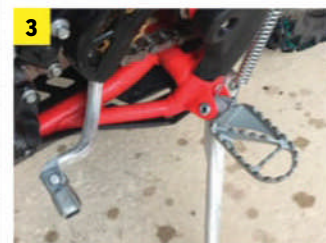
None

**MODS NEXT MONTH:**

Handguards, high-volume coolant pump

**MAIN:** Pivot wheelies are a breeze on the Xtrainer

1. Pipe smooths out power
2. Wet or dry power?
3. Gear shifter too far away







## more traction

TUbliss clamps the full circumference of the tyres bead firmly against the rim, helping stiffen the tyre sidewall while eliminating the possibility of a pinch-flat. This allows you to safely run much lower tyre pressures that you would ever dare with a conventional tube. Tyre pressure now becomes a VERY TUNABLE aspect of bike set up. Experience a whole new level of traction, ride quality & control available from running lower tyre pressures.

## more flat protection

Eliminating the conventional tubes means NO PINCH FLATS, which are the most common type of flats. And when used with a Slime type tyre sealant is virtually flat proof!! In the rare event of a slashed tire that the sealant can't plug, TUbliss will still keep the tyre on the bead & supports the side wall so you can finish your ride.

## more rim protection

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## more weight savings

The TUbliss systems is up to 1kg lighter (per wheel) than pinch-prone, heavy duty tubes. Where else can you get that kind of bolt-on weight savings? And experts agree that saving weight on rotating un-sprung mass is the most critical place to save it (1kg saved here is = to 3kgs of sprung weight). This greatly enhances acceleration, braking and overall performance.

## more technology

The TUbliss Full-circumference Rim-lock technology creates a seal that divides the tyre into two completely separate air chambers. This enables a rider to run high pressure at the bead for added reliability & protection, and low pressure at the contact patch for added traction.

## more ease of changing tyres

Tyre changes with TUbliss utilizes a different, simpler process that everyone agrees after they learn it, the process is much easier than with standard tubes. Check out the installation video at [proaccessories.com.au](http://proaccessories.com.au) & see for yourself.



For more details go to [proaccessories.com.au](http://proaccessories.com.au)

ultimate traction control





### HUSKY TE300

**RRP:**

\$13,995

**WARRANTY:**

Six months, parts and labour

**DISTRIBUTOR:**

Husqvarna Motorcycles

**INTERNET:**

husqvarna-motorcycles.com.au

### SO FAR...

**HOURS:**

20

**MODS THIS MONTH:**

Firmer springs front and rear

**MODS NEXT MONTH:**

FMF exhaust, fresh rubber and oil

# BACK IN RACE MODE

## MARCH USUALLY MEANS

one thing, the start of the racing season. While I hung up my boots from full-time racing back in 2015, I still love to do some events to see where my speed is at and also because there's something about the social atmosphere of enduro racing that draws me back.

Whether it's club, state or national events, you can be sure that everyone is super friendly, the racing is a heap of fun and, best of all, there is no shortage of shit talking among your mates. I highly recommend anyone who is thinking about giving enduro a go to follow through with it.

And speaking of racing, the long-term Husky TE300 has been involved in carrying my unfit self around some of NSW's most premo tracks. The recent deluge has given us some of the best conditions a rider could ask for.

I made a last-minute decision to race the Sunday of the NSW Enduro Championship rounds in Cessnock. It was sprint format

and the track was quite muddy but still a heap of fun.

I had been playing around with the suspension on the Husky over the last few weeks and felt like it was ready for the roughness of a race track. I was pleasantly surprised at how good the stock suspension held up at Keith Allen Park.

Yes, it's softer than I would like but it handled the sprint track with flying colours. The new WP XPlor 48 is super plush and, as the day went on, I cranked up the preload - easy to do with the adjusters that come standard - and also the compression damping just to try and keep the bike from diving into the holes.

I did the same for the shock and this helped the bike skim across the ruts and bumps. While I knew I wasn't as ready as I should have been for the sprint, the TE and I came away eighth overall in a stacked field of pros, which I was pretty happy with. Since that race, I have played around with the suspension a little

more and ordered some firmer springs for the front and rear.

The fork has been beefed up from 4.2N/mm to 4.4s to get the front sitting up higher and therefore allow me to use all of the stroke. It's been a nice change up and so far, it's working a treat. The shock went up to a 48N/mm spring from a 45 and I am still trying to find my favoured setting with that. It takes time.

I was also pretty happy the other day to come home from work to find the first instalment of my FMF Husqvarna exhaust system. The muffler is a Husky item and it's a neat piece of gear. I can't wait to get it on the bike and get it singing.

Bel-ray is doing an awesome job keeping the bike looking and running perfect. I am really happy with that. I was planning on competing at the first round of the AORC at Buladelah NSW, but it has been cancelled so I'll have to get my race fix elsewhere!

**Enduro Editor Geoff Braico**



**MAIN:** Backyard photo bash

1. Plenty of abuse

2. Mudguards worn but still good

3. Square taillight a bit bulky



# RAINED OUT

**IT'S BEEN A BAD MONTH FOR BOYD**



**IT HAS DONE** nothing but rain and to say I'm going insane is a serious understatement. Everything keeps getting rained out or called off and all the private tracks are completely soaked or under water.

There is nothing worse than looking at the weather report when you are hanging to ride and seeing nothing but rain forecast for the rest of the month. My wife tells me I'm moping around the house like a grumpy old man.

Even she can't wait for the rain to clear so she can get rid of me. The only riding I have been able to do was at my training schools which, might I add, have been in the mud.

Riding in the mud can actually be quite enjoyable, but cleaning your sled when you get home is dreadful. The KX250F actually does quite well in the mud. Being so light is a blessing as the bike doesn't end up weighing a tonne when

all the mud has built up the way a 450F does.

The little motor has plenty of rev and power to keep the bike motoring along. You just have to avoid the big bog holes as much as possible so the 250 doesn't get sucked down. It's all about momentum and if you can keep the bike moving and revving without stopping then the bike performs well.

Four-fiddies usually like to overheat and dump a heap of coolant when mud riding but I haven't had this problem with the KX250F. The bike was working hard in the mud but it never overheated or dropped any coolant.

## CLUTCH

Even the clutch got a workout but after I spent a few hours with the pressure washer blasting the mud away I changed the engine oil and, to my surprise, it was still in good condition and didn't smell like

burnt crisps so this gives me an indication that the clutch plates held up well and are still in good condition.

After that mud, the stock chain isn't looking too pretty and the rear Bridgestone Battlecross is showing some wear but the brake pads stood up to the slush really well. In fact, they are still looking new.

The plastics and sticker kit have a few extra scratches but after a wash and a squirt with some silicone they come up shiny and new again. The KX-F is still in top shape and hasn't given me any grief as yet.

It has been very reliable and easy to live with and I have been enjoying it the whole time. Fingers crossed the rain stops and I can start getting a few dry rides in over the next month because I'm not sure how much more of this wet weather I can take before I go insane.

**Mat Boyd**



## KAWASAKI KX250F

**RRP:**

\$10,499

**WARRANTY:**

None

**DISTRIBUTOR:**

Kawasaki Australia

**INTERNET:**

[www.kawasaki.com.au](http://www.kawasaki.com.au)

(02) 9684 2585

## SO FAR...

**HOURS:**

35

**MODS THIS MONTH:**

None

**MODS NEXT MONTH:**

None



**MAIN:** We got one dry day at the start of the month to shoot this shot

1. The KX250F was great in the mud
2. Boyd went awful close to taking out our flash!





# RS *ENDURO* KIT



500cc  
300cc

MIKUNI  
EFI

BREMBO  
BRAKES

KYB  
SUSPENSION

## SWM ENDURO RS 500R / 300R

### ENGINE

- 500cc/300cc Liquid Cooled DOHC
- 6 Speed Transmission
- Mikuni D42 EFI

### ERGONOMICS

- Seat Height 963mm
- Ground Clearance 250mm
- Weight 112kg/107kg

### QUALITY COMPONENTRY

- 50mm USD Kayaba Fork
- Fully Adjustable Kayaba Shock
- Brembo Brakes With 260mm Front Disc



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**L** SWM  
LEARNER  
APPROVED





**THERE'S NO DENYING** that wheelies are cool, but they also can be quite useful. While many have mastered the art on their enduro or motocross bikes, popping a wheelie on a big adventure machine takes a little more thought. Extreme enduro ace Chris Birch shows us how.

## 1/ STAND FIRM

Start in a normal standing position with your arms and legs slightly bent.

Keep your eyes up and spot the direction you want to go, especially if you plan on riding over an obstacle.

## 2/ COMPRESS

Push downwards with your arms and knees to load the suspension. You want to put as much energy into the springs as possible. Cover the back brake with your foot. As you push down, your foot will naturally engage the rear brake a little, which helps with compressing the suspension. As you pop the clutch and the front lifts, the back brake will naturally release as your foot rocks back.

## 3/ POP THE CLUTCH

Once the fork is fully compressed, you pop

the clutch. Throw your hips backwards so your knees are bent at about 45 degrees and your arms are almost straight.

Don't try to pull the bike into a wheelie, this reduces traction.

Throwing your hips back helps rotate the bike and puts weight into the back tyre.

## 4/ HIPS BACK

Once the front wheel is up, keep your knees bent and your hips back, which puts you in a good position to tackle any obstacles in your way.



***As you pop the clutch and the front lifts, the back brake will be released as your foot rocks back***

#### 5/ DON'T STRAIGHTEN

Do not straighten your legs. A lot of guys make the mistake of standing tall with their legs extended. This puts you in an unstable and weaker position for getting over obstacles and absorbing bumps.

#### 6/ CONTROL

Control the wheelie by using the throttle and clutch. To bring the bike down, slip the clutch. In an emergency, if you get too high or it becomes too scary, just stomp on the rear brake and your problems will go away.

*with Dylan Ruddy*



## SMALL V BIG

Doing wheelies on an adventure bike is difficult because they are so long and heavy. Because of these factors, you have to put a lot more effort into it. It is quite a deliberate movement. You have to move your hips a long way back. If you were to put in the same effort on a smaller bike, you'd probably flip it.



## WHO'S IT FOR

### SKILL SET:

Intermediate, advanced

### GENRE:

Any, but here we are focussing on adventure and enduro

### PRACTICE:

Find an open space to practice in. Just start by getting the front wheel off the ground and go a little further each time. Also practice getting over an obstacle like a log or rock.

### STRENGTH & HEIGHT:

With the right technique, anyone should be able to attempt this, but upper and lower body strength will help.

### WIDOW POTENTIAL:

Low to medium

### BRAGGING RIGHTS:

Please form an orderly line, ladies. I'm Chris Birch, you might have heard of me. I do this stuff all the time.



# CHAIN MONKEY



**IT WAS AS** if Andy White knew, as if he'd seen the flat spot on my right index finger and was coming to the rescue. "Here, do a product evaluation on one of these," said the man better known as Andy Strapz.

The product he was handing me was a Chain Monkey chain adjusting tool and the rest, as they say, is history. I took it home, tossed it on the workbench and that's where it sat for months, gathering dust.

I couldn't face adjusting a chain, so couldn't go for a ride and so I couldn't get that (Chain) Monkey off my back.

Andy must have seen that chunk missing from my finger and figured it out. He's a former paramedic, you know. Many years ago, I was pushing a Honda CR125 towards scrutineering when I thought I'd just check the chain tension on the move.

Bad move. There certainly wasn't enough clearance at the countershaft sprocket for my index finger.

The Chain Monkey does the job of providing the required tension in your Regina so that you can remove any remaining slack with the chain tensioner

bolts and ride off into the sunset without a trip to casualty.

It's not magic, you still have to check for "tight" spots in the chain, especially on older chain/sprocket sets and you might need to have someone helping if the chain tension has to be set with the rider on the bike.

## WE RATE

**CONSTRUCTION** This thing is made of one pretty solid chunk of polyamide and is probably over-engineered for motorcycle-chain use, which may relate to it being marketed for other applications.

**VIDEO** There's a good "how to" video on YouTube at [tru-tension.com/how-it-works/](http://tru-tension.com/how-it-works/)

**TOOLS** You don't need any tools to use the Chain Monkey as the tensioning knob and washer don't need 'em.

You do need to measure the height of the chain links, which Tru-Tension confusingly calls the chain size and measures with a builder's tape measure.

Here at ADB, only an electronic vernier caliper will get that gig. This measurement is used to adjust the Chain Monkey between five settings.

## WE DON'T RATE

**COLOUR** Call me picky but no "blue blood" is going to use a tool that is KTM orange.

**BULK** The plastic Chain Monkey is a bit on the bulky side for a toolbag, although a more compact steel version may be on the way.

**SETTING** We'd prefer the setting table to feature standard chain sizes like 520/525/530 rather than having to do a height measurement but that might end up being a rather long table now.

**DOMESTIC NUT** They call this thing the Chain Monkey but the plastic dome nut cap hasn't been moulded to look like one, so there's no chance of the kids adjusting their own chains.

**LOCK NUT** There is a rubber do-dad which Tru-Tension calls a "circular stop" on the threaded shaft. This prevents you winding too much slack into the chain before you tighten the chain tensioner bolts. This "stop" gets slippery, especially with work gloves on. We recommend putting a nick in it with the edge of a hole punch to give your fingers some grip.

*Wordsmith Wolter Kuiper*



1. "Circular stop" needs an indent
2. The five setting marks line up with the bottom of the dome nut
3. The adjusting knob is chunky

## VERDICT

Imagine if these things had been around years ago. Would my index finger still be complete? Probably not. Hard to use a Chain Monkey on the move when you are running late for scrutineering. This is a clever little device and as long as you remember to check for tight spots after you have done the adjustment it's going to save you heaps of time and finger juices.

**WK**

## GET IT HERE

**THE BILL**

\$55

**BROWSER**

[andystrapz.com](http://andystrapz.com)

**BLOWER**

(03) 9786 3445



# AKRAPOVIC TI SLIP-ON

**THE YAMAHA WR450F** doesn't need more power, not for me anyway. It's a fire-breather straight out of the crate but what I wanted was less weight and more feedback. The stock muffler is quiet, which is good for sewing machines, it's also bulky so naturally I went with the Akrapovic muffler with "titanium" in the product description.

If watching *How It's Made* has taught me anything it's that titanium is light and strong. Installing the Akrapovic was easy enough. I just pushed the WR450F into Tech Ed Mat Boyd's palatial workshop and voila, it was fitted! Incredible. It was a five-minute job which required only a couple of

tools to remove the rear guard and loosen the clamps on the header.

The exhaust note from the Akro has more crack than the stocker. It is slightly louder but not enough to land the ADB WR450F on *A Current Affair*. What I like most is the feedback you get from the engine through the Akro. It's easier to judge the revs and the throttle response is sharper.

Once installed we did have to play around with the engine mapping to suit the new muffler but that was an easy job with the Yamaha Power Tuner and a Yamaha Motor Australia race mechanic.

The weight difference isn't noticeable and

shedding weight requires more than just a lighter muffler, but it all adds up. If you're on a weight saving rampage a lighter muffler is a good place to start.

Besides the performance advantages of the muffler it's a good looking piece of hardware. It's shorter and slimmer so tucks more neatly under the sideplate and everyone comments on it. At the end of the day, isn't that all anyone wants?

*Digital Editor Olly Malone*

## GET IT HERE

THE BILL

\$797.49

BROWSER

y-shop.yamaha-motor.com.au

BLOWER

(02) 9757 0011



## USWE AIRBORNE 9 HYDRATION PACK

**I'VE GOT TO** hand it to USWE, we've put the Airborne 9 through hell and I'm yet to have any complaints. After half a dozen adventure trips and countless trailrides, the Airborne looks well used, it's covered with dirt, dust, bugs and sand but nothing has failed.

The zips continue to work like new, the bladder hasn't leaked a drop and the hose doesn't have any extra-terrestrial life forms growing inside it. As Mitch and I have stated in the past, the "No More Dancing Monkey" four-point strap system is the best I've tried. It uses only one buckle so no mucking around with multiple buckles and straps.

The 2.5-litre bladder has given me more than enough water for all my trailrides. I've only run out of fluid once, on one of the 42 degree days of the BMW GS Safari, but no one made it to lunch with any water left that day.

On adventure rides I load the Airborne 9 with all sorts of stuff, I even carried the pipe-guard off a KTM 1190R in the Airborne's adjustable external pocket (below) after I knocked it off on a rocky hillclimb. It's hard to fault the Airborne 9 but if I get picky the hydration-hose clip could be more secure.

Sometimes it comes loose and I have a hard time finding the hose as it's whacking the back of my head in the breeze. At \$175 it's one of the most expensive hydration packs on the market but it's got the features to put it up there with the best packs on the market.

*Olly Malone*

## GET IT THERE

THE BILL

\$175

BROWSER

stevecramerproducts.com

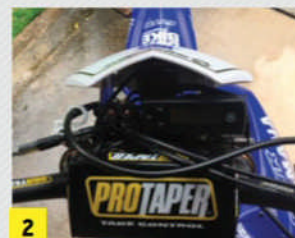
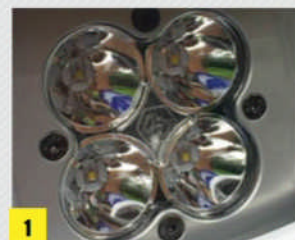
BLOWER

(03) 9587 1466





# BAJA DESIGNS HEADLIGHT



1. A number of Cree's have been involved in oil pipeline protests
2. Headlight surround sits further forward than the stocker

**THE MOTIVATION TO** strap a new headlight to the front of the Yamaha WR450F was more of a styling decision rather than the need for more light but when we contacted our mates at Roo Systems and they had a solution that would look trick and also boost light output.

They suggested the Baja Designs Squadron Sports. They told me it was a powerful light but I wasn't prepared for just how much grunt this little unit produced. It blew the stock halogen bulb-headlight out of the water and looks great while doing it.

## WE RATE

**LOOKS** The Squadron Sport improves the appearance of the WR450F. It's sharper, smaller and a sleeker-looking headlight than the bulky stock unit. The four-LED set is a modern look compared to the

conventional bulb and gives the bike a Baja 1000 look.

**LIGHT** Four Cree XP-G2 LEDs pump out significantly more light than the stock bulb while drawing a manageable level of current from the electrical system. Riding after sunset becomes safer but, more importantly, you become more visible to other road users if you find yourself doing some road sections to get home from your favourite riding spot.

**MOUNTING** The headlight mounts to the fork legs using four rubber bands. It makes the headlight a universal fit but it also means you can get behind the headlight without the need for tools.

**COMPATIBILITY** If your dirtbike can support 40 Watts of AC power, like our WR450F, you won't need to make any changes to the lighting coil. This makes the Baja compatible with most dirtbikes

on the market that come with a headlight from the factory. However, if you're converting an MX bike, you'll need to look into power options.

## WE DON'T RATE

**WEIGHT** With more power comes more weight. The Baja Designs headlight weighs more than the stock unit by about 300 grams. It's not much but if you're trying to reduce weight on the fork don't say we didn't warn you.

**PROFILE** The headlight looks slick front on but sitting or standing on the bike it protrudes forward from the triple-clamps, creating a gap you could climb through with an arm-full of deckchairs. It makes the front-end appear bigger from the rider's point of view but it doesn't hinder the handling in any way. But it's a good place to hide a google rag or beer!

Olly Malone

## VERDICT

I'm happy with our decision to replace the WR450F headlight with the Squadron Sport. It's a sleek, modern-looking headlight that pumps out more light than the stocker. In the three months it's been on the bike I haven't had any problems. It does weigh a little more but we're talking 300 grams, small price to pay for the better results.

OM

## GET IT HERE

### THE BILL

\$266

### BROWSER

roosystems.com.au

### BLOWER

1800 422 5292



## AIROH AVIATOR 2.2

**I NEEDED** A new helmet, so the Airoh Aviator 2.2 landed at just the right time. But when I opened the box, my initial reaction was that the Aviator was too cool to wear.

Like all good Italian products, this lid is crafted to perfection. Every little detail is taken into account and the finish is so good that I feel it would be better on display in an art gallery.

One of the first things I noticed was the weight (or lack thereof). Before I tore open the box, I wasn't convinced there was actually a helmet in there.

The Aviator 2.2 in XL weighs in at just over a kilogram (the small is about 950g). It feels more like a mountain bike helmet and you barely notice it when you've got it on your noggin.

Despite being an XL, which is my usual lid size, the Aviator feels tight around my head. I'm hoping that it loosens up a bit as it wears in, especially as

there is no XXL in this model.

The Aviator comes with a GoPro mounting kit, which is quite relevant given the recent discussion over helmet-mounted cameras. Not many helmet manufacturers have ventured into camera compatibility, but Airoh's system is simple and effective.

It doesn't get around Motorcycle Australia's ban on helmet-mounted cameras though. At \$950, Airoh are charging top dollar, which makes it tough to wear it in gnarly terrain. It would be like buying a top of the line Range Rover and taking it out for a spin in your local quarry.

*Dylan Ruddy*

### GET IT THERE

#### THE BILL

\$950

#### BROWSER

[motonational.com.au](http://motonational.com.au)

#### BLOWER

1300 885 355



## GAERNE SG12 BOOTS

**I HAVE RIDDEN** in just about every brand of boot known to man. I even used to tear around a motocross track in my early days aboard a Yamaha PW50 wearing a set of the famous old Rossis with what felt like a hundred buckles laced up each side. I know that you are now all reminiscing and thinking "I had a pair of those".

But decades on I have found myself with a set of Gaerne SG12s to review. Of all the brands I've tested Gaerne is the one I'm least familiar with. I haven't spent much time in them before so I was excited after only hearing good things.

I received these boots only a few days before I was intending to race a club day at my local track and had no time to break them in. So I took them with me and was planning on wearing them in practice and then swapping back to my old boots for the race, thinking the Gaernes would need some time to break in.

As soon as I put them on I

realised how much lighter and more comfortable they were than my old boots and, after practice, I decided to leave them on and race in them all day. They basically got two laps worth of breaking in and then went straight to race pace, shifting gears and pumping the brake pedal with no issue.

I really enjoyed how easy they were to put on and wear. They are like wearing a comfortable pair of sneakers but with a whole lot more protection.

My first impressions of the SG12s is excellent but I'm going to put them through some more testing and let you know how they are looking for wear in a few months' time.

*Technical Editor Mat Boyd*

### GET IT THERE

#### THE BILL

\$799.95

#### BROWSER

[cassons.com.au](http://cassons.com.au)

#### BLOWER

(02) 8882 1900





# FIT A SHOCK SPRING

## TOOLS

- SPANNERS
- RATCHET AND SOCKETS
- HAMMER
- PUNCH
- C SPANNER
- MEASURING TAPE OR SAG TOOL
- T-BARS
- SCREWDRIVERS







**FITTING A REAR** spring is not a hard job but there are a few tricks to make it easier. We're going to explain why you would change a spring, how to do it and how to set up the suspension afterwards.

## 1 STAND UP

Sit the bike on a pit stand so the rear wheel is off the ground and not supporting any weight.

## 2 CLEAR THE DECKS

Remove the seat and sideplates. Some bikes you can remove the side airbox cover to make it easier and other models you will need to remove a radiator shroud to reach the top shock bolt.

## 3 REMOVE EXHAUST

Remove the exhaust system and set it aside. On some bikes you have to remove the header before you can unbolt the silencer.

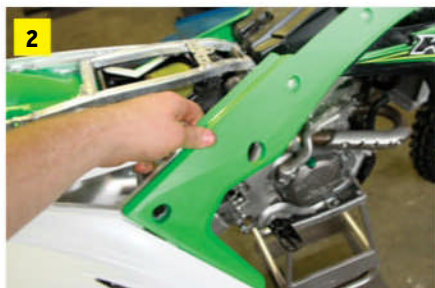
## 4 SHOCK TO THE SYSTEM

Remove the top and bottom shock bolts so that the shock is loose. Bikes with a monoshock sometimes require you to remove part of the linkage before you can reach the bottom shock bolt.

## 5 SUBFRAME

Remove the bolts from the subframe and move the subframe to the side to give you room to remove the shock. Most bikes you can do this without loosening the air intake boot but some bikes require you to remove the subframe completely. Some you can swing the subframe up out of the way by leaving the top subframe bolts in position.

turn the page>>



# WHY CHANGE A SPRING?

The main reason for changing a spring is when the stock one is too soft or too hard. Springs are calibrated in N/mm or kg/mm and suit certain riders' weights, capabilities and riding. For example, a common sag setting for a motocross rider is 30mm static and 100mm rider sag. If you need to wind the preload up almost all the way to get 100mm rider sag then you will need a heavier spring. If getting a rider sag of 100mm makes the spring loose on the shock body or your static sag becomes much greater than 30mm, then you need a lighter spring. Most manufacturers list optional springs in their manuals and specify what weight riders suit which springs. If you have the correct spring fitted and still find the suspension too soft or too bouncy then this is fixed by adjusting your clickers or having a suspension tuner re-valve the damping rods.

## SAG

A common motocross sag setting is 30mm static and 100mm with the rider but some riders prefer to adjust this 5-10mm either way. A common enduro setting is 40mm static and 110mm rider but there are some people who prefer a motocross set up in the bush. The new reverse-head Yamahas handle better with a rider sag of 110mm or greater for both in the bush and motocross track, anymore than this and they struggle with steering and rear wheel traction.

## TO SET IT:

- Start with the bike on a pit stand with the rear wheel off the ground.
  - Measure from a point on your swingarm, usually the rear axle to a point on your rear guard. This is your free length.
  - Take the bike off the stand and, with it resting on its own weight, measure from the same point on the swingarm to the same point on the rear guard. The difference between this measurement and your first one is your static sag. For motocross this should be approximately 30mm or up to 40mm for enduro.
  - Get the rider on the bike and have them put their feet up on the bike with somebody holding the bike upright. Measure from the same point on the swingarm to the same point on the rear guard. The difference between this measurement and your first measurement is your rider sag. For motocross this measurement should be about 100mm and, for enduro, it should be 110mm or greater.
- If your measurements are out then you need to wind in the lock rings to reduce the sag measurements or back them off to increase the sag measurements.





**Place the shock upside down in a vice with soft jaws and loosen the spring preload lock rings**

## LEAVE IT TO THE PROS

If you do not have the correct tools or feel proficient enough to perform this task then it is best left to a professional as an incorrectly fitted spring can cause severe damage to you and the motorcycle.

### 6 INSIDE OUT, UPSIDE DOWN

Place the shock upside down in a vice with soft jaws and loosen the spring preload lock rings. Quite often these rings are too tight to loosen with a C-spanner so you may need to use a hammer and punch.

### 7 LOOSEN PRELOAD

Wind the preload lock rings all the way off until the spring becomes loose, then remove the retaining clip or clips from the bottom of the shock and slide the old spring off.

### 8 NEW SPRING

Slide the new spring onto the shock body and then refit the spring retainer clip or clips. Then wind the preload adjuster lock rings down until they are touching the shock spring and holding it in place. Do not tighten them just yet.

### 9 SET YOUR SAG

Refit the shock following the opposite process to the one you used to remove it. Once everything is tight it is time to set your sag and tighten the preload lock rings.

*Technical Editor Mat Boyd*



## TIPS

### TAKE CARE

- 1 Take photos if you have to just to make sure everything ends up back in the right place.
- 2 Make sure the spring retaining clips are seated properly before reinstalling the shock.
- 3 Make sure the spring is fitted the correct way. Some have a smaller inside diameter at one end.

### ROOKIE MISTAKES

- 1 Forcing shock springs or collars and clips into place. Everything should fit together neatly.
- 2 Pulling too hard on the intake boot. If you can't get the shock out without using excessive force then remove the subframe.
- 3 Over-tightening the preload lock rings. They are steel, while the shock body is aluminium, and they can damage the thread on the shock easily.





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## REAR GUARD

HOW TO RIDE / ADB GARAGE / WE RECOMMEND / **TECH** / KIDZ KORNER / USED RIDE



**CHEEP  
TRIK**

### STINKY OIL

#### TROUBLE



The oil in your KTM 50SX keeps coming out as black as the ace of spades. It stinks like burnt clutch and you seem to be wearing auto clutches out way too quickly.

#### TRIK



Instead of using gear oil, use Automatic Transmission Fluid (ATF). This oil lasts much longer in the centrifugal clutch, lubricates the clutch better and reduces clutch wear.

#### DIFFICULTY

★★

#### TIME

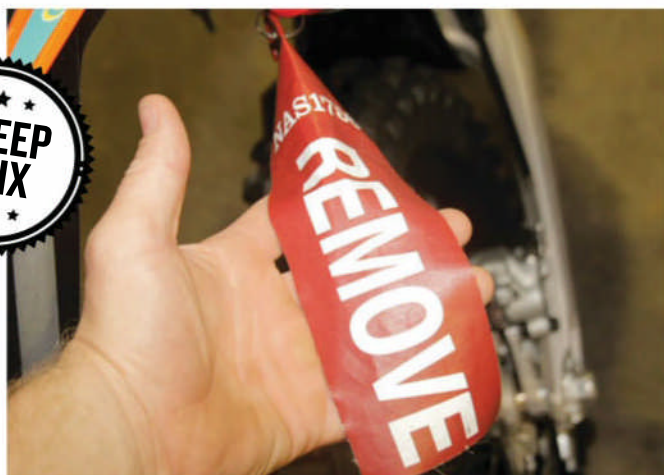
5 MINS

#### COST

\$20

#### TOOLS

ATF, SPANNERS



### WELL BUNGER ME

#### TROUBLE



Ever seen one of your mates sitting frustrated because they have just kicked their bike a hundred times and it still won't start, all for you to walk over and pull the exhaust bung out and hand it to them?

#### TRIK



I know, it's hilarious, right? Except if you're the poor bloke kicking the bike. Next time, hang a giant tag reading 'remove' on your exhaust bung and, if you still don't see it, maybe it's time to go to Spec Savers.

#### DIFFICULTY

★★

#### TIME

2 MINS

#### COST

\$5

#### TOOLS

'REMOVE' TAG,  
KEYRING



**FREE  
TRIK**

### HEX ON YOU

#### TROUBLE



Some people have a talent for stripping sump plugs. It's usually caused by a heavy hand or cheap, nasty tools. Either way, here's a solution.

#### TRIK



Use a single-hex socket on your sump plug. A single-hex socket (left) has much less chance of slipping and rounding the hexagonal head of the sump plug than a double-hex one (right).

#### DIFFICULTY

★★★

#### TIME

2 MINS

#### COST

ZERO

#### TOOLS

SINGLE-HEX SOCKET



### LOOSE ROLLERS

#### TROUBLE



Everybody has encountered this problem at one point or another. You are in the middle of fitting new linkage bearings or greasing your old ones and the rollers drop out all over the floor.

#### TRIK



Fill the bearing cage with grease and, one by one, place the rollers back into the bearing cage. The grease will hold the rollers in place and prevent them from falling out while you reinstall the linkage.

#### DIFFICULTY

★★

#### TIME

5 MINS

#### COST

ZERO

#### TOOLS

GREASE



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- Interior hip pocket for toll fees
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## SIXTY SECONDS WITH GRACE ROWE



Grace Rowe finished her last season of junior racing with podiums in the 85cc and 250cc classes in NSW Motocross Championships. We caught up with the KX Junior Squad member to find out more.

**AGE:** 16

**HOMETOWN:** Narrabeen, Northern Beaches, NSW

**NICKNAMES:** GiGi, Gracie Girl

**CURRENT BIKE:** Kawasaki KX250F

**MOST MEMORABLE**

**ACHIEVEMENT:** First place finishes in NSW motocross titles and NSW Sprint and Cross Country in my first year of racing

**FAVOURITE TRACKS:** Appin and Dubbo.

**FAVOURITE MOVIE:** I find it hard to go past the Marvel movies

**FAVOURITE MUSIC:** Eminem and Flume

**FAVOURITE FOOD:** Watermelon

**FAVOURITE PHONE APP:**

Instagram @graceameliarowe

**FAVOURITE HOLIDAY**

**DESTINATION:** Paris

**FAVOURITE RACE OR EVENT:**

Motocross, state titles

**ANY OTHER HOBBIES OR PURSUITS:** Ballet.

**WHICH PRO RIDERS DO YOU LOOK UP TO AND WHY?**

Jeff Emig is still an all-time favourite. He has style, aggression and is a genuinely great guy. He has been so encouraging and supportive. Of the current riders, I find it hard to go past Dungey. I've always loved the heart and determination of Ashley Fiolek and I love the aggression of Liv Lancelot. And Jess Gardiner is one of the nicest people around.

**WHAT ARE YOUR AMBITIONS IN THE SPORT?**

I've had a great time over the past three years, placing top three in seven NSW titles in motocross and enduro. Honestly, this year as I focus on my academics in year 11, my goals and ambitions are to grow personally on the bike and to have fun.

**ANY SPONSORS, FAMILY OR FRIENDS YOU'D LIKE TO THANK?**

I'd love to thank the people that have been so generous in supporting me, Fox Head Australia, Kawasaki Australia, Factory Spec Suspension, Tee N Cee Graphics, Penrite Oils and, of course, my family.



## KTM 65SX



### WHILE THE KTM 65 SX

is for younger riders, it is certainly no toy. This is a high-performance race bike for kidz racing into the future. With WP AER 35mm fork, cutting-edge two-stroke technology and a light, strong frame, it is no wonder this bike is so popular with junior races.

**PRICE \$6595**

**KTM.COM.AU**

### FEATURES

- 64.9cc two-stroke engine
- WP AER 35mm fork
  - WP shock
- 198mm front disc, 160mm rear
- 1137mm wheelbase
  - 280mm ground clearance
- 750mm seat height
- 3.5L fuel capacity
  - 53kg dry



## COASTAL TO HOST AJMX

**THE BEST YOUNG** riders in the country will be jumping on the *Spirit* and heading down to the Apple Isle next year for the Australian Junior Motocross Championships. Penguin, Tasmania, will be the location of the 2018 AJMX, with the Coastal Motocross Club doing the business on the northwest coast. The club and the region are no strangers to major events, having hosted the A4DE in 2015. Horsham is running this year's junior nats before hosting the World Junior Motocross Championships in 2018 and it is hoped that having the Worlds in Vicco will encourage overseas riders to compete in the AJMX the following month.



## SPOT THE DIFFERENCE

**CAN YOU FIND THE FIVE DIFFERENCES IN THIS SHOT FROM THIS YEAR'S 250 MX SHOOTOUT (ADB #452)?**

### LAUGH AND PSY

Congratulations to Tino Nyoni on winning the 'Caption This' competition in ADB #451. Tino said 'When your invisible bike makes you look like Psy from Gangnam Style.' Not bad Tino. Not bad at all. Tino won an incredibly cool set of Scott gear from our good mates at Ficeda Accessories.





## REAR GUARD

HOW TO RIDE / ADB GARAGE / WE RECOMMEND / TECH / **KIDZ KORNER** / USED RIDE /



### SPEX

#### ENGINE

**ENGINE TYPE** 85cc Liquid-cooled, 2-stroke, reed-valve

**BORE X STROKE** 47.5 x 47.8 mm

**FUEL MANAGEMENT** PWK28

**STARTER SYSTEM** Kick

**FUEL TANK CAPACITY** 5 L

**TRANSMISSION** 6-speed

#### DIMENSIONS

**SEAT HEIGHT** 873 mm

**GROUND CLEARANCE** 360 mm

**DRY WEIGHT** 69 kg

#### CHASSIS

**SUSPENSION** KYB

**BRAKES** Single disc Nissin

**TYRES FRONT** Dunlop Geomax 70/100-19

**TYRES REAR** Dunlop Geomax 90/100-16 52M

#### PRICE

**RRP** \$7199

**BROWSER** [Yamaha-motor.com.au](http://Yamaha-motor.com.au)



### RIDER BIO

**TYLER DARBY**

Age: 15

Current bikes: KTM 85SX and 125SX



# WILD CHILD

**YAMAHA'S YZ85 MAY NOT HAVE RECEIVED A HOST OF UPGRADES FOR THIS YEAR BUT IT'S STILL A WILD RIDE**

**BELIEVE IT OR** not, children will be adults one day. I know, your little Johnny looks so cute in his little boots, riding his tiny bike. But one day he or she will grow into a fully developed human (kinda like Dale Johnson, and kinda not).

When they do they'll be looking for a big boys bike, and the colour they ride now will often determine the colour they'll ride for the duration. So it's important you pick wisely (not your child, the bike).

If you're wondering what's been happening in the 85cc world, it's not much. There isn't too much you can do with 85cc dirtbikes when it comes to innovation. Aside from flirting with battery power, this particular capacity has seen very limited progress across all manufacturers in the last two decades.

There are a number of reasons for this. Weight plays a big factor. These bikes are light and are already as trim as can be, so adding things like fuel or oil injection will just increase weight. They already produce mountains of power and have been running things like disc brakes, hydraulic clutches (on some brands), monoshocks, USD forks and state-of-the-art

chassis for years. But the main reason we haven't seen any real innovation is cost.

Running an 85cc two-stroke will cost you much less than a four-stroke engine with the same output. Parts are cheaper, less likely to break and when you have to put a spanner on it, any DIY mechanic can fumble their way through an 85cc two-stroke.

Yamaha has made significant upgrades this year to the styling of the YZ85 with a new front plate, front guard and side plastics. It still runs the same 85cc liquid-cooled, reed-valve engine with a close-ratio six-speed gearbox and heavy duty clutch.

A fully adjustable Kayaba monoshock and 36mm Kayaba cartridge fork featuring compression and rebound damping adjustment takes care of the front-end. A semi-double cradle frame produces a dirtbike with supreme handling.

***"It kept me going straight and didn't buck me off line"***



## LOCAL RIDER

To test the YZ85 we employed the services of Tyler Darby. Tyler is a hotshoe from the Sydney area who's been riding since he was a tiny tot. Here's what he thought of the YZ85:

"My overall opinion is that the engine is cool and fast. The GYTR exhaust system and parts that this bike comes with as standard make it really standout. And the suspension is awesome," Tyler told *ADB* after destroying the Dunlops.

"It has excellent middle and top-end speed. For a stock 85 I have to fan the clutch pretty hard to get it going. It's just the bottom-end though. But that's pretty normal for a stock bike. If I bought one I'd just boost the bottom-end and ride it. You've just got to be prepared for what's coming and anticipate the track.

"The suspension feels plush and it felt just like home. I



**MAIN:** Tyler was surprised by the smooth action of the cable clutch

1. Radiator shrouds look sharp
2. Handlebar for tall
3. Houston we have a problem
4. The YZ soaked up Oakdale
5. Shorty muffler looks sick





cased the big jump here (Oakdale) and it just soaked it up like I was meant to land there. It didn't make much of a difference where I landed, it just soaked it up.

"It kept me going straight and didn't buck me off line. The back kicks out but it didn't bounce straight back up from the seat. The rear wheel is always on the ground even it it does buck from side-to-side.

"It handles the braking bumps really well. I felt the first two bumps but then didn't even notice the last bumps before the corner. I didn't get any headshake.

"The cable clutch is surprisingly comfortable. I didn't need to adjust the clutch too much but I just had to keep my finger on it to give the engine a fan, to get me going straighter. I found my hydraulic clutch on the KTM heavier than the cable clutch on the YZ85. Maybe that's because it's new.

"The footpegs feel smaller

on the YZ than my KTM. And the 'bars feel a little too tall, compared with how close the seat and 'pegs are. It would be a good bike for a tall person. If I got the bike new I'd leave the grips until I ruined them. They were a little hard where the square bits were, but aside from them they were pretty comfortable.

"For a short person like myself the footpegs are a little closer to the seat than my KTM and that made it easier over the doubles and stutters to control. On some of the up-ramps I found myself seat-bouncing a little harder than I would on my KTM, but that was just the bottom-end I mentioned earlier.

"The brakes on the front of the Yamaha feel similar to the KTM, firm and touchy. Right there when you need them and very accurate.

"But the back brakes on my KTM were probably a little stronger and touchier than the YZ."



## FULL SICK

### WHAT'S PHAT

- Still made in Japan
- Looks like dad's YZ
  - Black rims
- Sick GYTR parts
- Big, shiny pipe

### WHAT YOU GET IN OZ

- GYTR By FMF shorty muffler
- V-Force 3 carbon reed valve kit
- GYTR gold-anodised rear sprocket
- GYTR top triple-clamp, handlebar and pad kit
- GYTR By FMF nickel-plated exhaust
  - Kit RRP value \$1521

1. GYTR machined triple-clamps
2. Miles of shining nickel plating
3. Going for gold with this sprocket
4. Carbon-fibre V-Force 3



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# TRAIL BLAZER

**2001 - 2004 SUZUKI DR-Z250**



## FRAME

The DR-Z has a steel frame and subframe but is not designed for jumping tall buildings.

## SUSPENSION

The Showa monoshock is adjustable for compression and rebound damping, plus spring preload. I wasn't expecting that.

## ENGINE

Installing the oil filter backwards will starve the top-end of oil and the camshafts will seize.

**THE DR-Z250 HAS** been around for well over a decade and has remained relatively unchanged. The double-overhead camshaft engine has four valves with shim-and-bucket adjustment.

It is air cooled and runs a carburettor but features a six-speed transmission with a wet, multi-plate clutch operated by cable. The engine has an electric start with kicker back up. The engine isn't known for being a powerhouse but is renowned for its reliability.

With regular servicing and sensible riding, the motor will last a lifetime. It is a slow-revving engine and, unlike most trailbikes, can handle road riding without many issues. The problem with road riding on trailbikes is that the motors can run hot and can start to burn oil, but as the DR-Z doesn't rev hard it can handle it.

This is not to say that the Suzuki can commute on the freeway but if you are looking for a trailbike to chuck some road tyres on and commute in town then this is your bike.

When neglected or held at high revs for long periods the DR motor has a tendency to stretch the timing chain or the cam gears slip and put the cam timing out. I have also seen them seize the cams in the aluminium head when run out of oil or overheated.

Be careful when doing oil changes. Make sure you fit the new oil filter the same way the old one came out. I have seen these filters fitted in backwards many times and it stops the oil from getting to the cylinder head. This causes the cams to chew the head before seizing.

The steel frame is not designed for jumping but if the bike is ridden as intended then the chassis can hack it.

It is not meant to be jumped or smashed through large sand whoops out in the desert. The suspension is soft and plush and handles small bumps at low speeds well. Large hits and jumps will cause the suspension to blow through and could put the frame under enough stress to cause it to break.

If you just want to hit the fire

trials and cruise around a little singletrack at a comfortable speed then the DR-Z will be perfect. The only time I have seen suspension or frame damage has been when someone has tried to push the bike beyond its ability.

If you are buying a DR-Z second-hand then check to see if it has a service history. If it has had a rebuild then check to see if it was done by a professional and find out why. Look around the steering head and footpeg mounting brackets for stress fractures and make sure the engine starts easily with button or boot.

Make sure it doesn't blow any smoke up and that it idles easily, with no rattles or ticking. Take the bike for a ride, check for clutch slip and make sure you can select all six gears.

If you get a DR-Z from someone who has maintained it and are only looking to do some beginner to intermediate trail riding with a little road commuting thrown in then you have got yourself a good bike.

*Technical Editor Mat Boyd*

## NEW

2001 \$7990

2002 \$7990

2003 \$7990

2004 \$7990

## SECOND HAND

2001 \$1700 - \$2000

2002 \$1800 - \$2100

2003 \$1800 - \$2100

2004 \$1900 - \$2300

## MARKET EQUIVALENT



**01 - 04**  
Yamaha TTR250  
\$2100 - \$2500



**01 - 04**  
Honda XR250  
\$2100 - \$2700



**01 - 04**  
Kawasaki KLX250R  
\$2200 - \$2900



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# CHUCKY'S FRESH SEED

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WP TRAX  
SHOCK

## THE RIDER

### DANIEL SANDERS

As soon as I found out I was riding the 250 [in the Enduro 2 world championship], I stopped riding the 300. I wanted to adapt to the power of the smaller bike. Everything else was the same, so it worked out easy for me. I miss the extra bottom-end of the 300 but I'll be back on one for the ISDE.

I like how I can change the power delivery with the map switch and also play around with the power-valve springs. I also like how it's pretty close to stock. That means I can jump on any bike in the world and still feel good.

This year will be a year for developing the lifestyle, bikes, team racing etc.

But I do want to win some races and try and win the

championship. I won't be competing in the A4DE because it clashes [with a world round], but I've got a couple of Australian races I want to do.

If there is one race I could come back and do it would be Hattah. I want to beat Tye by 13 seconds this year, ha ha! It's one of my favourite races. It's physically demanding and has a great atmosphere.

## THE MECHANICALS

I'm using 999 Renthal handlebars, as I had to give up my trusty Flexx 'bars due to sponsorship commitments. It has a five-speed gearbox, ribbed seatcover, Akro' exhaust, factory Brembo calipers, a bigger front master cylinder for a stronger feel, a solid rear disc for bulk lock-ups, a 52mm fork and a WP Trax shock.





ACERBIS  
HANDGUARDS

The rest is standard, so nothing too crazy. There are only a couple little differences from my Australian set-up to my European set-up. It's good to have something you are comfortable with and have been using for a long time.

This year I've got the opportunity to run different gearboxes, which is cool. I'm using the five-speed motocross 'box with 13-48 sprockets. I've

**Main:** Chucky is happy with the way the bike has come together

1. No Flexx handlebar set-up allowed

2. Solid disc boosts braking power

3. Daniel all dressed up for church

4. Testing in the snow for the opening Enduro GP round in Finland paid off with seventh for Sanders in E2. His Spanish teammate Josep Garcia was third but the locals dominated in freezing conditions



1



2

been getting used to that. The being said, the motors Kevin Doyle made for us in Australia were very strong and I think he would give these guys a run for their money.

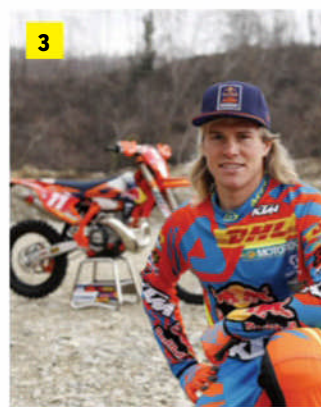
I think we've nailed everything down in testing. Everyone has been complaining about the Mikuni carburettor. It was a pain to change, but it's just a matter of trial and error. People just can't be bothered giving up time to get it right. It works fine for me now and it took me one day at home to get it sorted.

### THE MANAGEMENT

It's been a little difficult working with the Farioli KTM team, but it's getting better. I see how they work and they see how I work. Sometimes you just have to go with your gut feeling, because it worked for you back home or you think your way's better. The guys here have a lot of experience and it's good to hear what they have to say. Living in Italy was a struggle for the first month. It was eating pizzas, cold weather and not much riding. I've had it so lucky at home [in Three Bridges, Vicco] to walk out the back door and go riding. Here I have to load up and travel 40 minutes to ride.

I've settled into an apartment and I'm getting more bike time. I'm working on the fitness and playing some basketball in the park. It's good to have some alone time too.

with Dylan Ruddy



3



4

## 5 THINGS YOU DIDN'T KNOW ABOUT DANIEL

1 Chucky and the team spent a week in Finland in February to test in snow. The opening round of EnduroGP was held there on 18 March.

2 He is based near Bergamo, northeast of Milan, which also is home to Farioli KTM.

3 His new teammates are France's three-time world champion Christophe Nambotin and Britain's Nathan Watson in EGP, and Spain's Josep Garcia in E2.

4 Chucky spent a lot of time training with neighbour Lyndon Snodgrass, who is his replacement in the KTM Australia Off-Road outfit.

5 Chucky loves apples and apple juice.



# ROUND TO GO STRAIGHT



## WHY I BOUGHT IT

I bought the bike to go dirt tracking. I love dirt track because it's flat, there's no bumps and I'm getting older. I took it to a motocross track, cased a jump, blew the rear suspension and come off a bit sore. With dirt track, there are no rocks, it's a well-groomed track and I love going fast. I also love Yamaha; I always have. I only ride Yamaha. I like the big banger; I love the torque.

## WHAT I DID TO IT

I've done a fair bit. I've probably spent close to \$10,000. That includes internal [suspension] shims front and rear, oversized radiators to keep the temperature down, custom stainless exhaust, 18-inch rear wheel, Pro-Lite/Wiseco rebuild top and bottom, titanium valve

train and cutting off every single bit of useless weight I could find. I've taken about 7.5kg off it. Lighter bikes have to go quicker.

## HOW DOES IT GO?

You've got to muscle this bike around. I've only been doing it for three years, so my technique is not 100% yet. But with my new bike, a 2015 YZ450F, I don't have to work it as hard; you can keep central, just ride it and not have as much body movement. But with this 2007 bike, I've got to muscle it around. It's very torquey and it's competitive

enough for me as I'm still learning. I've had some big accidents on it. One time I missed the brake mark, came in too hot, went up an embankment and into a chain-link fence. I was nearly up in the canteen. I'm still trying to learn. It's not easy to go fast.

## SHOULD I BUY ONE?

I would definitely recommend a project like this. Shit, yeah. It's your bike, you can do what you want. Customise it, personalise it. Don't be like everyone else and just buy a bike and cover it in stickers when you haven't even got a sponsor. The only sponsor I've got is Crown Asbestos. That's who I work for. They've supported me, so I'll advertise for them and that's it.

with Dylan Ruddy

## THE BASICS

### WHAT

2007 Yamaha YZ450F

### WHO

Brock Illingworth

### WHERE I GOT IT

Off a former co-worker in Canberra

### HOW MUCH

\$3000



## 5 THINGS YOU DIDN'T KNOW ABOUT BROCK

- 1 After he blew the shock absorber, Brock was told by a club member to go over the hill to the dirt track. That is how this story started.
- 2 He used dirt track to kick a drug habit. Part of his rehab was visiting the track and riding. The club knew of his issues and looked out for him.
- 3 He has been riding since he was six. He started out riding motocross before taking a break. He has always owned bikes and also spent time trailriding.
- 4 Brock's great uncle is Chum Taylor, the 1966 Australian Individual Speedway Champion and a member of the Motorcycling WA Hall of Fame.
- 5 Brock doesn't ride motocross or trail anymore; he is purely a dirt track rider and competes in the local championship.



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# TALKING POINT

WHAT HAPPENED BACK THEN...

**KTM and TM released 144cc two-strokes to compete against the 250cc thumpers but the various governing bodies, MA, AMA and FIM were unclear on their eligibility for the class.**

BMW unveiled its first "proper" enduro bike, a DOHC 450 thumper and the "new" pilot, five-times world MX champ Joel Smets.

Kiwi Josh Coppins took out the first two MX1 rounds of the World Motocross Championships in The Netherlands and Spain.

Chad Reed scored his 13th consecutive podium at the Dallas round of the AMA Supercross Series.

The Shell Honda Fly Racing team had four factory bikes stolen from outside their motel room.

Glenn Kearney crashed through a scoring tent at a GNCC round in the U.S., breaking a woman's leg.

# FlashBack

JUNE 2007 // ISSUE # 333 // 188 PAGES // \$7.95

**HARRY POTTER AND** the Deathly Hallows hit the bookshops, Steve Jobs unveiled the iPhone and then told everyone it would not be available for six months, Australia beat NZ for the Netball World Championship, Casey Stoner beat reigning MotoGP champ Rossi at the first GP in Qatar and went on to win the title, the Olyroos qualified for the Beijing Olympics and *Wild Oats* took line honours for the third year in the Sydney Hobart.

## ON THE COVER:

Belgium's five-time World Motocross Champion, the legendary Joel Smets, tears through a German forest on the new BMW G450X, the bike he had signed to race in the WEC for 2007.







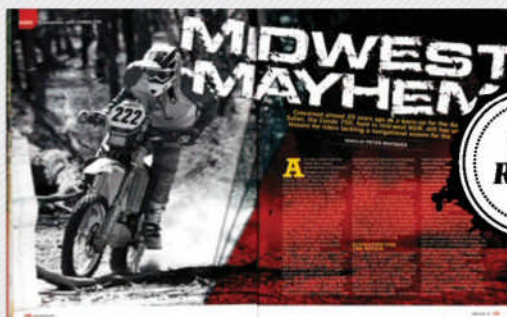
### THE RUN FOR FUN

In this face-off, the class winners from each of ADB's enduro shootouts were compared to find the one that delivered the most in the enjoyment stakes. The machines in question were the Honda CRF250X, KTM 300EXC-E, Husqvarna TE510, Yamaha WR450F and Husqvarna WR250. With six riders and five bikes a definitive winner could be expected, or maybe not. Proving once again that it comes down to what suits a rider's personal preferences as much as anything else, four bikes were picked as the best fit. The Honda and WR Husky were each chosen by a single rider and the Yammy 450 and 510 Husky won two hearts each.



### BOOST JUICE

In stock trim, the TE250 Husqvarna was a little on the sluggish side compared to its rivals in the class, and significantly heavier as well. We ran stock and kitted bikes head-to-head and the Athena 300cc big-bore kit made all the difference. The kit was a straight cylinder and piston swap with no mods needed other than jetting. The kit made the TE more responsive, with a crisp bottom-end [Mitch used to have one of those] building into a gutsy mid-range. This made it an easier ride than the stocker which needed to be kept on the boil to get the best out of it.



### MIDWEST MAYHEM

The Condo 750 held at Condobolin was the traditional warm-up for those intending to ride in the Australian Safari. It was the 19th running of the event in 2007 and it started on the town's 736th consecutive day without rain. With almost half the field having their first go at a navigation rally it was expected that some would get lost and they did. As well as massive amounts of dust and errant wildlife there were 19 gates to be opened and shut. Gavin Morisset at 63 was possibly the oldest competitor but definitely the newest, having only obtained his MA licence days previously for his first competitive event. Jacob Smith won on a WR450F with Ben Grabham second on a CRF450X and then Damien Grabham on a WR250F in third. The next 12 bikes home were all 400cc or above.



### THE BATTLE OF TUMBULGUM

Adam Riemann went home to WA to see what all the fuss was about at the Tumbulgum Natural Terrain Motocross. Not only did he discover a track with a start chute that took half the field left and half right before merging them, but an event bigger than Ben Hur that attracted all the East Coast rock stars. The startgate had room for 40 riders and it was full for every class. There were 20 classes including quads with 60 motos for 537 riders. The 6700 spectators were kept busy with the racing as well as a monster truck, side show alley, Ferris wheel, bouncing castle, tractor pulls, FMX, helicopter joy rides and a Miss KTM beauty contest. The Invitational Knockout started with 20 riders for a one-lap dash, the last four were out and the rest started again until only two were left, Cheyenne Boyd and Dean Porter. Boyd won the knockout as well as the overall for \$4000.



### FERRARI BOOT

Sidi claimed these boots, with patented Dual-Flex System and ridges on the back for upwards gearchanges from the start gate, were the Ferrari of MX boots.



### EYE CATCHER

This ad for the Aprilia V-twin 450 and 550 caught people's eye but it didn't help sell a lot of bikes.



### YAMAHA LEGENDS

When it comes to Aussie MX legends, Yamaha has had its share, and then some.



# SHANE COMES CLEAN

SHANE MCLACHLAN WAS AN EARLY CONTRIBUTOR TO ADB. HIS "CLEAN SHEET" COLUMN KEPT READERS UP TO DATE WITH HAPPENINGS IN THE ENDURO WORLD

## What planted the seed for you to get into dirtbikes?

I started off by rescuing old pushbikes from the tip and rebuilding them, even painting them with an old pump-style fly sprayer. That got me interested in mechanical things and I moved on to a few Harleys that were in need of some TLC. I was always fascinated by motorbikes although my mother, like most mothers, discouraged the interest. *On Any Sunday* came out in 1971 and I was inspired to have a go at dirt riding so I bought an SL125 Honda and entered the 1972 Lance Watson Reliability Trial, as enduros were called then, in Oberon. It snowed and I was wondering if that was normal for enduros as I'd never seen snow before, all our family holidays had been at the beach. I finished well enough to score a Silver Medal and just kept on in the sport after that.

## I remember your name often being on the winners' list.

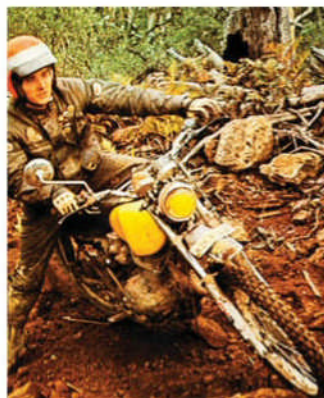
Class wins, not Outrights. I usually rode the smaller classes like 125 or 175 and, in those days, you needed to be mounted on a 250 or bigger to have any real chance at an Outright. I always seemed to have more than my share of DNF's as well, either due to mechanical failure or crashing as I rode pretty hard. The bikes were not as strong and reliable nor did they handle and stop as well as today's bikes. One DNF I had was in the Forest 300 when somebody changed some arrows and ran the first few bikes straight into a six-foot deep river. I was one of them



and bent a conrod. I was on a PE175 for a while and also rode a Can-Am 125 but the gearing was all wrong for Australian events. Ted Goddard and I spent many hours modifying that bike to make it more suitable for Aussie events. It was probably the most bullet-proof bike I've ridden.

## You also made a bit of an impact in some other events.

I had a bit of a run in the AORC (four wheel) series and the Wynn's Safari, where I was navigator for Ted Goddard. A prominent international competitor who was a bit of a hero of mine turned out to be a bit of a disappointment when we came across him in dubious circumstances on the Wynn's. We were on a rough track, the correct route, but somehow he was on a smooth dirt road on the other side of the fence with a flat tyre. Karma, I suppose. I also rode many events in Queensland and Victoria as well as New South Wales. I rode in the BP Desert Rally and I set an around-Australia record on a Honda XL350 in 1975 of 14 days 4 hours 30 minutes. Another record I was involved in was for



## I USUALLY RODE THE SMALLER CLASSES LIKE 125 OR 175

24 hours of continuous riding at Oran Park. We had three riders on three bikes, Kawasaki 900s, but unfortunately mine succumbed to fuel problems.

## Does any particular event stand out for you?

The Forest 300 was always a great event. Winston Stokes ran it near Dungog and it was always well planned. It had a reputation for being one of the toughest events and that attracted big numbers of entries, 250 or more, as it was considered something just to be able to say you'd ridden it. To have finished it put you even higher up the credibility stakes. Stokes even brought out Malcolm Smith from the U.S. one year to ride it.

## Are there any events you haven't ridden in that you are sorry to have missed?

I never rode in either the Four-Day or the ISDE as work commitments often got in the way and I'd discovered girls as well. They can take up a lot of time. I was better at long events that required stamina and skill

to keep the bike going rather than the shorter events.

## Do you still have a bike now?

Not a bike but an Aprilia 125 scooter and the wife rides it as often as I do. It's a handy thing for short, local trips or just a bit of fun. I was without a bike for 10 years or so when I was involved in a commercial for a Toyota LandCruiser in the late '80s at an army base. A soldier turned up on a new four-stroke Husqvarna. I can't remember the model but he offered me a ride. I accepted and was hooked again, I was impressed by the difference in handling and overall performance.

## What are you doing with your time these days?

I have a video production company doing commercials, documentaries and corporate training videos. I promised my son when he was about 12 that one day we would do a big trip together on bikes and now he's 27 it's time we did it. The plan is to do a trip through India and the Himalayas riding the world's highest trafficable road and shoot a documentary of the trip. I'm hoping to get a TV station interested in it but, if not, we'll still have a great home movie to show for it. We'll be riding Royal Enfield Bullets.

## Last question, how did you end up writing for ADB?

Ray Ryan, who was co-founder of ADB with Geoff Eldridge, was working as a contributing photographer for the same company I was and we were talking bikes one day. He told me that GE was looking for someone to write a column on enduros and introduced me to him. I ended up doing the "Clean Sheet" column for a few years.





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# ACTION NATION (JUNE)

## WEEK 1

### NEW SOUTH WALES

**3-4 June** NSW Junior Motocross Championships Rd 4, Hastings Valley

### QUEENSLAND

**3-4 June** SSMX Rd 6, Tivoli  
**3-4 June** Ingham Two-Day Pony Express, Ingham

### SOUTH AUSTRALIA

**4 June** SA Off-Road Championships Rd 2, Tintinara

### TASMANIA

**4 June** Motocross club day, Cambridge Moto  
**18 June** Motocross club day, Blackwood Park, Penguin

### VICTORIA

**3-4 June** Vic Motocross Championships Rd 3, Maffra-Sale

### WESTERN AUSTRALIA

**3 June** Manjimup 15,000 Junior Open  
**4 June** Manjimup 15,000 Senior Open  
**4-5 June** State Enduro Championships Rds 2-3, Busselton

### INTERNATIONAL

**3 June** American Flat Track Rd 7, Red Mile, Lexington, Kentucky  
**4 June** AMA National Enduro Series Rd 4, Greensboro, Georgia

## WEEK 2

### NEW SOUTH WALES

**10-11 June** NSW Junior Dirt Track Championships, Loxford Park, Kurri Kurri  
**10-11 June** Amcross Rd 4, venue TBC

### NORTHERN TERRITORY

**9-12 June** Tatts Finke Desert Race, Alice Springs

### QUEENSLAND

**10-11 June** Classic Dirt 11 VMX and vinduro, Green Park, Conondale  
**10-11 June** Central Qld Motocross Series Rd 5, Moranbah

### SOUTH AUSTRALIA

**10-11 June** SA Reliability Trials Series Rd 3, Robertstown district

### VICTORIA

**10-11 June** Vic Junior Motocross Championships Rd 3, Rosebud

### INTERNATIONAL

**10-11 June** GNCC Rd 8, Seneca Highland, Alpine, New York  
**11 June** MXGP Rd 10, Orlyonok, Russia



## WEEK 3

### NEW SOUTH WALES

**17-18 June** East Coast MX Series Rd 5, Wollongong  
**18 June** Regional interclub minikhana, St Ives MVRG, North Shore

### QUEENSLAND

**17-18 June** Tropical North Queensland MX Rd 5, Cairns  
**17-18 June** Australian Classic Motocross Championship TBC  
**18 June** Pony Express Series Rd 2, TBC

### SOUTH AUSTRALIA

**17-18 June** SA Motocross Championships Rd 3, Gillman

### TASMANIA

**18 June** Motocross club day, Blackwood Park, Penguin

### WESTERN AUSTRALIA

**18 June** State Motocross Championships Rd 3, Wanneroo Park

### INTERNATIONAL

**16-18 June** Hungarian Enduro GP Rd 4, including women's class  
**17 June** American Flat Track Rd 8, Remington Park, Oklahoma City, Oklahoma  
**25 June** MXGP Rd 11, Trentino

## WEEK 4

### NEW SOUTH WALES

**25 June** Classic Long Track Masters, Fairbairn Park, ACT

### QUEENSLAND

**24 June** Qld Trials Championships, venue TBC  
**24-25 June** Central Queensland MX Rd 6, Rockhampton

### SOUTH AUSTRALIA

**24-25 June** AORC, Rds 7-8, Renmark  
**24-25 June** SA Off-Road Championship Rds 3-4, Renmark, with AORC

### TASMANIA

**25 June** Motocross club day, Interlaken Rd, Oatlands

### VICTORIA

**24-25 June** Vic Motocross Championships Rd 4, Albury-Wodonga

### WESTERN AUSTRALIA

**25 June** State Junior Motocross Championships Rd 3, Stockton Park, Collierie

### INTERNATIONAL

**23-25 June** Slovakian Enduro GP Rd 5, incl. women  
**24-25 June** GNCC Rd 9, Snowshoe, West Virginia  
**25 June** American Flat Track Rd 9, Allen County Fairgrounds, Lima, Ohio  
**25 June** MXGP Rd 11, Trentino

## RALLIES AND TRAIL TOURS

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**27-28 May** Australia's first Yamaha WR250R/X Rally is being staged in Cessnock, NSW, by the superhuman Greg Yager. RideADV.com.au  
**27-28 May** Wellcamp Trailride, Dalby Moto Trailride series. Dalbymoto.com.au  
**29 May-5 June** Cape York Eight-Day Adventure northbound from Cairns. Capeyorkmotorcycles.com  
**2-4 June** Sunset Desert Three-Day from Hattah, Vic. with a bloke as old as the sun. klausatbt@optusnet.com.au  
**3-4 June** Glenmorgan Trailride, Dalby

Moto Trailride series. Dalbymoto.com.au  
**10-11 June** Theodore Trailride, Dalby Moto Trailride series. Dalbymoto.com.au  
**17-18 June** Murphy Creek Trailride has been cancelled to rest the land. Dalbymoto.com.au  
**18-23 June** Cape York Six-Day Fish-N-Ride Tour. Capeyorkmotorcycles.com  
**27-29 June** Three-day Escape Tour from Cairns. Capeyorkmotorcycles.com  
**3-9 July** Simpson Desert Six-Day, 900km, 1100 sand dune (count 'em) tour from Alice Springs to Birdsville, NSW. Tagalong available. Trapptours.com.au





# ACTION STATION

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## GREEN PARK IN

Conondale, Qld, may be one of Australia's most scenic motocross tracks. Set on a hillside among trees, the Sunshine Coast hinterland venue is picturesque and a perfect place to hold a round of the Motul MX Nationals.

The track is the home of the Sunshine Coast Motorcycle Club, which is a non-profit motocross, enduro, grass track and VMX club.

As well as MX Nats rounds, the club hosts modern and classic events throughout the year.

One of the more popular is Classic Dirt, the premier VMX and vinturo event in Australia, which is coming up on 10-11 June.

Paradoxically, the motocross circuit is one of the fastest on the MX Nats calendar.

It is a flowing track that weaves its ways through the trees. The track length and configuration change with each event, but it is roughly 8-10m wide in most sections.

Founding Editor Geoff Eldridge wrote about the venue back in the early days of ADB.

"The track is one of those beautifully, natural sweeping European-style things; very tricky at the same time as it is very fast" GE said.

Officially named Memorial Reserve, Green Park was set aside for sport and recreation by

the state government in 1929. It has hosted several community groups, but for 40 years it has been home to the SCMCC.

The Green Park name came not from the location but from the efforts of Campbell Green, who helped developed the facilities. Membership is affordable and is available for families, juniors (4-16) and seniors (over 16).

The club is only allowed to use Green Park for 12 events a year. These include nationals, state rounds, practice days and coaching sessions. But the club owns land out the back of Green Park which features the SCMCC's grass track venue.

*Dylan Ruddy*

## HIGHLIGHTS

- World-class motocross track used at national and state level
- Caters for multiple disciplines including motocross, enduro, grass track, trials and vintage MX and vinturo racing
- All ages and abilities welcome
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- Green Park, Maleny-Kenilworth Rd, Conondale, Qld

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Membership starts 1 January and ends 31 December each year

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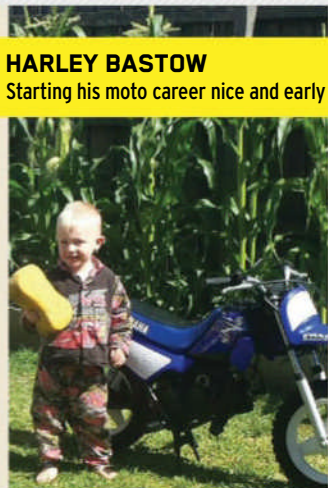
**FINN ARTYSKO**

Having fun on his JR50 in Coffs Harbour, NSW

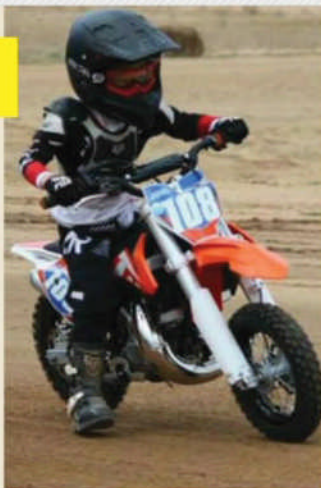




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Chasing each other around Korumburra, Vic



**HARLEY BASTOW**  
Starting his moto career nice and early



**STEPHANIE DADIVAS**  
Taking Riley for his first ride



**JOSH AND JENNA WATERS**  
Going for a ride at Donnybrook Motorsport Complex in Eton, Qld





**LUCAS, MADISON  
AND LIAM**

Out for a ride with dad in  
Kurri Kurri, NSW



**SIMON MATELJAN**  
Having some fun in the  
Perth metro area



**JOHN MURCOTT**

I'll be riding that Suzuki one day



**RAE WHEELER**  
Racing the 85cc at  
Broadford, Vic





**RILEY LILWALL**  
Popping a mono at Samford, Qld



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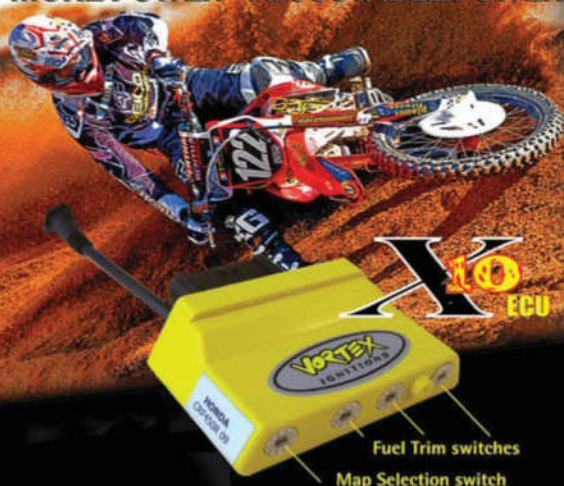
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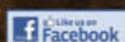
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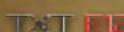
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## REAR GUARD

HOW TO RIDE / ADB GARAGE / WE RECOMMEND / TECH / KIDZ KORNER / USED RIDE /

TYPE **M** MOTOCROSS **E** ENDURO **A** ADVENTURE **T** TRAIL **P** PLAY ENGINE **T** TWO-STROKE **F** FOUR-STROKE **E** ELECTRIC

TYPE ENGINE SEAT FUEL SKILL PRICE

### APRILIA

aprilia.com.au (02) 9772 2666

Caponord 1200 Rally A F 840 24 E \$24,500

### AJP

ajpaustralia.com.au 0400 110 044

PR3 MX 125cc	M	F	840	7	B	\$4345
PR3 MX 240cc	M	F	840	7	B	\$5495
PR3 Enduro 240cc	E	F	840	7	B	\$5995
PR4 MX 240cc	M	F	920	7	B	\$5995
PR4 Enduro Pro 240cc	E	F	920	7	I	\$6995
PR4 Extreme 240cc	E	F	920	7	I	\$7995
PR5 Enduro EFI 250cc	E	F	940	7.5	I	\$8195
PR7 Adventure 600cc	A	F	920	17	I	\$14,000

TYPE ENGINE SEAT FUEL SKILL PRICE

RR300 Racing	E	T	930	9.5	P	\$13,290
RR350 Racing	E	F	940	8	P	\$13,890
RR390 Racing	E	F	940	8	P	\$13,990
RR430 Racing	E	F	940	8	P	\$14,090
RR480 Racing	E	F	940	8	P	\$14,190
XTrainer 300	T	T	910	8.5	I	\$10,190

### BMW

bmwmotorrad.com.au 1800 813 299

F700GS	A	F	790	16	I	\$12,890
F800GS	A	F	880	16	I	\$16,940
F800GS Adventure	A	F	890	24	I	\$18,650
R1200GS	A	F	850	20	E	\$21,990
R1200GS Adventure	A	F	890	30	E	\$24,590

Prices are for base models



### HONDA CRF450RX

The all-new CRF450RX has created more hype than any other Japanese enduro bike in recent years but it's just an MXer in the bush. Stay tuned to see what we think as soon as it lands in Oz.

### BRAAAP

braaapmotorcycles.com 1300 272 227

MX-50F	P	F	570	3	B	\$1499
MX-110F	P	F	700	4	B	\$1999
MXA-125	P	F	720	4	B	\$1749
MX-125F	M	F	720	4	I	\$2499
MX1	M	F	785	4	I	\$4499
MX2	M	F	785	4	I	\$3499
MX3	M	F	785	4	I	\$2999
MX17	M	F	825	4	I	\$3299

### COBRA

cobranation.com.au (07) 3255 8306

CX50JR	M	T	680	4.2	I	\$5530
CX50SR	M	T	762	4.2	I	\$5666
CX65	M	T	762	4.2	I	\$7151

### CROSSFIRE

crossfiremotorcycles.com (02) 9822 8899

CF70	P	F	549	2.6	B	\$1049
CRF110	P	F	770	3.0	B	\$1349
CF125ES	P	F	770	3.0	B	\$1449



### COBRA CX50 FWE

The Cobra CX50 Factory Works Edition comes in at a breathtaking \$7500, but it is complete with a bunch of performance and bling parts that elevate it well above the CX50SR.

### ATOMIK

atomik.com.au (03) 9791 8811

MotoX 50cc	P	F	550	3	B	\$699
MotoX 70cc	P	F	700	4	B	\$799
MotoX 125cc	P	F	700	4	B	\$850
Reign Bigfoot 125cc	T	F	840	4	B	\$1050
Reign Bigfoot 140cc	T	F	840	4	B	\$1199
Reign Bigfoot 160cc	M	F	840	4	B	\$1490

### BENELLI

benelli.com.au (03) 9387 8827

Trek Amazonas 1130 A F 860 22 E \$19,690

### BETA

betamotor.com.au (03) 5439 6333

RR250	E	T	930	9.5	P	\$10,990
RR300	E	T	930	9.5	P	\$11,990
RR350	E	F	940	8	I	\$12,690
RR390	E	F	940	8	I	\$12,790
RR430	E	F	940	8	P	\$12,890
RR480	E	F	940	8	P	\$12,990
RR250 Racing	E	T	930	9.5	P	\$12,290



**SEAT HEIGHT IN MILLIMETRES FUEL CAPACITY IN LITRES**
**SKILL SET** **P** PRO **E** EXPERT **I** INTERMEDIATE **B** BEGINNER

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
CF140L	P	F	830	3.0	B	\$1479
CF250	P	F	900	5.0	I	\$1959
CF250L	P	F	920	5.0	I	\$1999
CFR250	P	F	920	6.7	I	\$2999

## GAS GAS

[gasgasaustralia.com.au](http://gasgasaustralia.com.au) 0400 110 044

E12	P	E	610	N/A	B	\$3195
EC200 Racing	T	T	950	9.5	I	\$10,695
EC250E Racing	T	T	950	9.5	E	\$11,495
EC300 Racing (kick only)	E	T	950	9.5	E	\$11,199
EC300E Racing	E	T	950	9.5	E	\$12,395

## HONDA

[hondamotorcycles.com.au](http://hondamotorcycles.com.au) 1300 146 632

CRF50F	P	F	548	2.6	B	\$2099
CRF110F	M	F	667	4.0	B	\$3149
CRF125F	P	F	735	4.3	B	\$3799
CRF125FB	P	F	785	4.3	B	\$4199
CRF150F	P	F	832	7.2	B	\$5299

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
CRF150RB	M	F	866	4.3	I	\$7099
XR150L	P	F	825	12	E	\$3499
CTX200 Bushlander	P	F	823	8.5	B	\$5199
CTX200A Bushlander (ADR)	P	F	823	8.5	B	\$5699
CRF230F	T	F	872	8.2	B	\$5999
CRF250L	T	F	875	7.7	I	\$6099
CRF250LA ABS	T	F	875	7.7	I	\$6399
CRF250LA Rally	A	F	895	10.1	I	\$7299
CRF250R	M	F	951	6.3	I	\$9999
CRF450R	M	F	960	6.3	P	\$11,999
CRF450RX	E	F	960	6.3	P	\$12,499
CB500XA	A	F	810	17.3	B	\$7999
VFR800X Crossrunner	A	F	815	20.8	I	\$15,099
CRF1000L Africa Twin	A	F	870	18.8	E	\$15,499
CRF1000L Africa Twin ABS	A	F	870	18.8	E	\$16,999
CRF1000L Africa Twin DCT	A	F	870	18.8	E	\$17,999
VFR1200X Crosstourer	A	F	850	21.5	E	\$18,299

# Cheap and cheerful

## SUZUKI RM-Z250

The Suzuki RM-Z250 is in desperate need of an upgrade and it looks like it will get it this year. However, there is still a place for it in the Lites class as a cheap, reliable, do everything motocrosser. It's not the fastest and it doesn't handle the best (it is a close second behind the Honda). It doesn't have all the latest gadgets or the championships hanging on its mantelpiece. But it has a place in my heart.

In 2014/15 while ADB was based in Melbourne we transformed an RM-Z250 into a rec-rego racer. In a year worth of bush bashing we never

blew it up, boiled it or broke anything. It was easy to ride and easier to maintain. But what excited us most about this little Zook was the price. The manufacturers RRP still has it down as \$9990, but considering the model hasn't changed for years, we've seen brand new older model RM-Z250s still on dealers floors selling for around \$8k. Now that's cheap and cheerful!



## HIGHLIGHTS

- Reliable and easy to work on
- Brand new older models can be found at a brilliant
- Easy-to-use engine, plush suspension

## NOT SO GOOD

- Outdated and needs an upgrade
- Alloy tank

## COST

NEW  
\$9990

## CONTACT

[suzukimotorcycles.com.au](http://suzukimotorcycles.com.au)  
(03) 9931 0500



## REAR GUARD

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TYPE **M** MOTOCROSS **E** ENDURO **A** ADVENTURE **T** TRAIL **P** PLAY ENGINE **T** TWO-STROKE **F** FOUR-STROKE **E** ELECTRIC

TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
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### HUSQVARNA [husqvarna-motorcycles.com.au](http://husqvarna-motorcycles.com.au) 1800 644 771

TC85SW	M	T	855	5.0	I	\$7795
TC85BW	M	T	890	5.0	I	\$7795
TC125	M	T	992	7.5	I	\$10,795
FC250	M	T	992	7.5	P	\$11,695
FE250	E	F	970	9.5	I	\$12,495
TC250	M	T	992	7.5	I	\$11,695
TE250	E	T	960	11	I	\$12,995
TE300	E	T	960	11	P	\$14,295
TX300	E	T	960	11	P	\$12,995
FC350	M	F	992	7.5	P	\$12,395
FE350	E	F	970	9.5	I	\$14,695
FX350	E	F	970	9.5	I	\$13,295
FC450	M	F	992	7.5	P	\$12,695
FE450	E	F	970	9.0	P	\$14,995
FX450	E	F	992	7.5	P	\$13,795
FE501	E	F	970	9.0	P	\$15,495
701 Enduro	E	F	935	11.5	I	\$15,995

### KAWASAKI [kawasaki.com.au](http://kawasaki.com.au) (02) 9684 2585

KX65	M	T	760	3.8	I	\$5499
KX85	M	T	840	5.5	I	\$6399
KX85 II	M	T	870	5.5	I	\$6899
KLX110	F	F	680	3.8	B	\$3099
KLX110L	F	F	730	3.8	B	\$3299
KLX140	F	F	780	5.8	B	\$4799
KLX140L	F	F	800	5.8	B	\$5199
KLX150L	T	F	875	7.0	B	\$4299
KL250 Stockman	F	F	830	9.0	B	\$6199
KLX250S	T	F	890	7.7	B	\$6299
KX250F	M	F	945	6.1	I	\$10,499
KLX450R	E	F	935	8.0	P	\$11,199
KX450F	M	F	955	6.2	P	\$11,499
KLX650	A	F	890	22.1	I	\$8199



#### KTM 1290 SUPER ADVENTURE R

With the much-loved 1190R on it's way out, the 1290R looks set to be a good replacement. We don't have prices yet, but stay tuned for our report from the Australian launch in next issue.

TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
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### KTM [ktm.com/au](http://ktm.com/au) 1800 644 771

50SX Mini	M	2T	530	2	I	\$4195
50SX	M	2T	650	2.3	I	\$4995
65SX	M	T	750	3.5	I	\$6595
85SX small	M	T	865	5.1	I	\$7795
85SX big	M	T	865	5.1	I	\$7795
125SX	M	T	992	7.5	I	\$10,495
150SX	M	T	992	7.5	I	\$10,795
250SX	M	T	992	7.5	P	\$11,495
250EXC	E	T	960	9.5	P	\$12,295
250EXC-F	E	F	970	9.5	I	\$13,295
250XC	T	T	895	5.5	I	\$11,995
250XC-F	T	F	895	5.5	I	\$12,495
300EXC	E	T	960	9.5	P	\$13,495
300XC	T	T	895	5.5	I	\$12,495
350EXC-F	E	F	970	9.5	P	\$13,995
350SX-F	M	F	992	7.5	P	\$12,195
350XC-F	E	F	970	9.5	P	\$12,995
350 Freeride	T	F	895	5.5	I	\$11,495
450SX-F	M	F	985	7.5	P	\$12,495
450EXC-F	E	F	970	9.5	P	\$14,295
500EXC-F	E	F	970	9.5	P	\$14,495
690 Enduro R	A	F	935	12	I	\$14,695
1050 Adventure	A	F	850	23	E	\$17,995
1190 Adventure	A	F	875	23	E	\$23,995
1190 Adventure (EDS)	A	F	890	23	E	\$22,995
1190 Adventure R	A	F	890	23	E	\$24,995
1290 Super Adventure	A	F	860	30	E	\$26,995

### ROYAL ENFIELD [royalenfield.com.au](http://royalenfield.com.au) (03) 8363 1600

Himalayan	A	F	800	15	I	\$5990
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### SHERCO [sherco.com.au](http://sherco.com.au) (03) 8363 1600

250 SE-R	E	T	950	8.5	I	\$11,590
300 SE-R	E	T	950	8.5	P	\$11,990
250 SEF-R	E	4T	950	8.5	I	\$11,990
300 SEF-R	E	4T	950	8.5	P	\$12,990
450 SEF-R	E	4T	950	8.5	I	\$13,590

### SHINERAY [zuma.com.au](http://zuma.com.au) (02) 4285 9400

XY150GY Scrambler	P	F	840	5.8	B	\$2350
XY250GY-2 Motard	-	F	950	8	B	\$2999
XY250GY-2 Enduro	T	F	980	8	B	\$2999

### SUZUKI [suzukimotorcycles.com.au](http://suzukimotorcycles.com.au) (03) 9931 0500

DR-Z70	F	F	560	3.0	B	\$2390
JR80	F	T	685	4.1	B	\$2590
RM85	M	T	850	5.0	I	\$4990
RM85L	M	T	875	5.0	I	\$5490
DR-Z125	F	F	775	4.8	B	\$3690
DR-Z125L	F	F	805	4.8	B	\$4390
TF125	F	F	835	13	B	\$2990
DR200S	F	F	845	12.5	B	\$4990
DR-Z250	T	F	880	10.5	B	\$6990



**SEAT HEIGHT IN MILLIMETRES FUEL CAPACITY IN LITRES**
**SKILL SET P PRO E EXPERT I INTERMEDIATE B BEGINNER**

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
DR-Z400E	T	F	935	10	I	\$7990
DR650SE	A	F	865	13	I	\$8090
RM-Z250	M	F	955	6.5	I	\$9990
RM-Z450	M	F	955	6.2	P	\$10,990
RMX450Z	E	F	955	6.2	P	\$12,490
V-Strom 650 (+ LAMS)	A	F	835	20	I	\$10,290
V-Strom 650 XT LAMS	A	F	835	20	I	\$10,990
V-Strom 650 XT	A	F	835	20	I	\$11,490
V-Strom 1000	A	F	850	20	I	\$16,990*
V-Strom 1000 GT	A	F	850	20	I	\$19,990*

**SWM**
[swmmotorcycles.com.au](http://swmmotorcycles.com.au) (03) 8362 1600

RS300R	E	F	963	7.2	E	\$8290
RS500R	E	F	963	7.2	E	\$8990
RS650R	E	F	900	12	I	\$9490
Superdual	A	F	860	19	I	\$9990

**TM**
[tmracing.com.au](http://tmracing.com.au) (07) 3376 5729

MX Junior	M	T	880	6.5	I	\$7350
MX 125	M	T	960	10	I	\$9890
MX 144	M	T	960	10	I	\$9999
MX 250	M	T	960	10	P	\$10,399
MX 250 Fi	M	F	950	10	I	\$11,990
MX 300	M	F	960	10	P	\$10,599
MX 450 Fi	M	F	950	10	P	\$12,890
EN 125	E	T	960	10	I	\$10,499
EN 144 (not ADR compliant)	E	T	960	10	I	\$10,699
EN 250	E	T	960	10	P	\$11,499
EN 250 Fi	E	F	950	10	I	\$13,090
EN 300	E	T	960	10	P	\$13,190
EN 450 Fi	E	F	950	10	P	\$13,790
EN 530 F	E	F	950	10	P	\$13,499

**TORROT**
[procycles.com.au](http://procycles.com.au) (02) 9910 9530

E10	F	E	595	-	B	\$2495
E12	F	E	610	-	B	\$3195

**TRIUMPH**
[triumphmotorcycles.com.au](http://triumphmotorcycles.com.au) (03) 9381 9765

Tiger 800	A	F	850	19	I	\$13,890
Tiger 800 XC	A	F	850	19	I	\$16,590
Tiger 800 XCx	A	F	850	19	I	\$17,690
Tiger 800 XR	A	F	820	19	I	\$15,090
Tiger 800 XRx	A	F	820	19	I	\$16,590
Tiger Explorer XCx	A	F	837	20	I	\$22,700
Tiger Explorer XCx low	A	F	805	20	E	\$24,200
Tiger Explorer XCa	A	F	837	20	E	\$26,700
Tiger Explorer XRT	A	F	837	20	E	\$25,200

**YAMAHA**
[yamaha-motor.com.au](http://yamaha-motor.com.au) (02) 9757 0011

PW50	F	T	485	2	B	\$1899
TT-R50E	F	F	555	3	B	\$2099
YZ85	M	T	864	5	I	\$6699
YZ85LW	M	T	904	5	I	\$7199
TT-R110E	F	F	670	4	B	\$3299
TT-R125E	F	F	775	6	B	\$4199

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
TT-R125LWE	F	F	775	6	I	\$4599
YZ125	M	T	973	8	I	\$9599
TT-R230	F	F	870	8	B	\$5699
XT250	F	F	810	10	B	\$6299
WR250R	A	F	930	8	B	\$8299
WR250F	E	F	965	7.5	I	\$11,999
WR450F	E	F	960	7.2	I	\$12,999
XT660Z Ténéré	A	F	865	23	I	\$13,999
XT1200Z Super Ténéré	A	F	845	23	E	\$19,990
Super Ténéré Outback ed.	A	F	845	23	E	\$21,890
Super Ténéré Elec Susp.	A	F	845	23	E	\$21,999
YZ250 (with race kit)	M	T	976	8	P	\$10,799
YZ250X	XC	F	965	6.4	I	\$10,899
YZ250XR (with lights kit)	XC	F	965	7.5	I	\$11,199
YZ250F	M	F	965	6.4	I	\$11,099
YZ250FX	XC	F	965	7.5	I	\$11,699
YZ250FXR (with lights kit)	XC	F	965	7.5	I	\$12,199
YZ450F	M	F	965	6	P	\$12,099
YZ450FX	M	F	965	6	P	\$12,699

**YCF**
[www.ycf-motorcycles.com.au](http://www.ycf-motorcycles.com.au) (07) 5520 2483

50A	F	F	550	2.0	B	\$1699
50A Factory	F	F	550	2.0	B	\$1999
50E	F	E	550	N/A	B	\$2499
Start F88SE	F	F	655	3.8	B	\$1999
Lite 125	F	F	765	3.8	B	\$1590
Start F125SE 'Kids'	F	F	720	3.8	B	\$2199
Start F125SE 'Adult'	F	F	765	3.8	B	\$2199
Start F125E	F	F	765	3.8	I	\$2199
Pilot F125	F	F	790	3.8	I	\$2249
Pilot F150	F	F	790	3.8	I	\$2499
Factory F150 SP1	M	F	800	3.8	I	\$2999
Factory F150 SP2	M	F	800	3.8	I	\$3599
Factory F150 SP3	M	4T	800	3.8	E	\$4799
Factory F190 SP3	M	4T	800	3.8	E	\$4999
BigY 125SEL	M	4T	800	3.8	F	\$2799


**SHERCO SE-R 250**

French manufacturer Sherco have exploded onto the enduro scene in the last five years after decades in the trials game. See how their 250SE-R went in our 250cc two-stroke shootout on page 48.



# Kawasaki *Steering Dampers*



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- Frame Mounts
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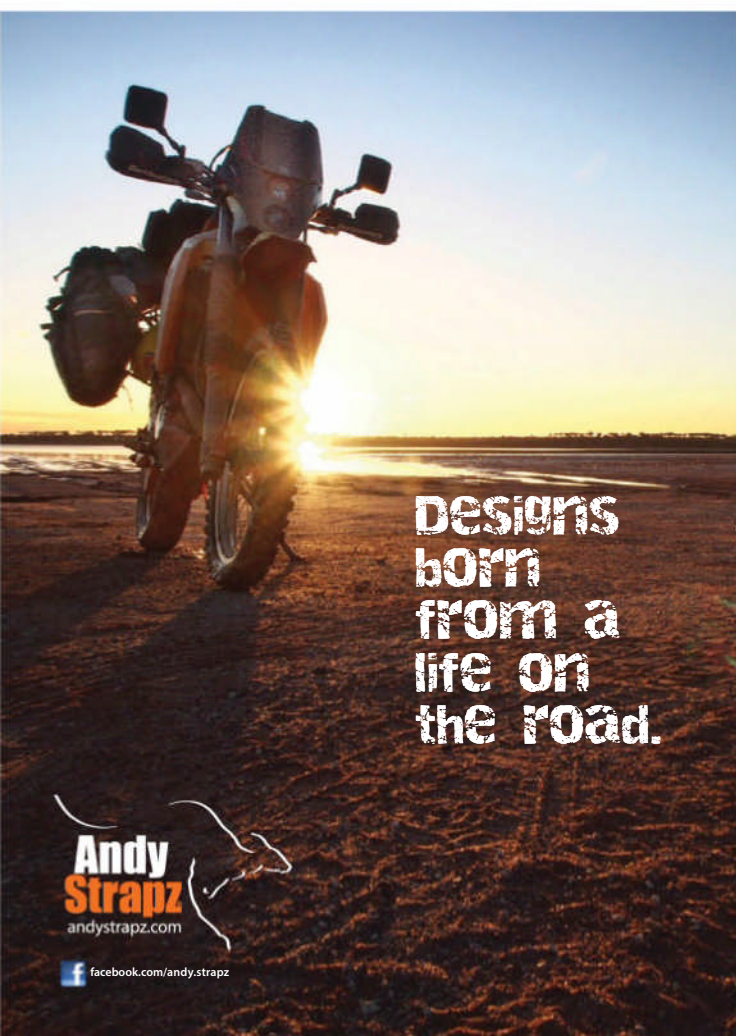
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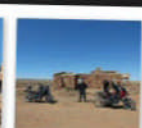
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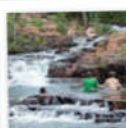


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# STITCHED UP BIG TIME

**WHO IS REDMOND? HE'S A BEER DRINKING, DIRTBIKING, UTE DRIVING ALL-ROUND GOOD AUSSIE BLOKE WHO LOVES ADB. HE'S MADE US LAUGH FOR YEARS SO WE THOUGHT WE'D SHARE THE LAUGHS HE GIVES US WITH YOU, EVERY MONTH!**

**BEING A CRUSTY** dirtbike guy can be about washing out the front-end and eating dirt, riding for a couple of hours to get to a superb steak-and-schooners camp or holding your breath as you drop short of your lander and soak up the mistake with your spine.

You can romanticize, fantasize or even editorialize your ride. You can pull retarded wheelies in thongs while doing the bread-and-milk run on your EXC, or farm an entire armpit of funk on a six-hour-plus, 38-degree bush basher.

There comes a time when even the crustiest of riders have to reduce themselves to the role of 'housecat'. For me it comes to 'housecat' when my riding gear fails. I hate new riding gear, can not stand it. It may be superstition or thriftiness or plain stupidity, but clean, shiny riding gear makes me feel like I am on float #1 in Oxford Street for Sydney's biggest party.

When I am forced to buy new gear I throw it in the tray of my ute or in my dog's bed for a week to dilute the 'shop shine'



before I tentatively introduce it to my cycle of abuse and mistreatment. Not liking new gear reduces me to having to fix/repair my old riding gear.

This morning I had to repair my jacket. Riding a noble steed across the surface of the Earth puts me in

metaphysical contact with the Comanche or allows me to romanticise/replicate the movement and drama of Genghis Khan but hating new gear whacks this housecat behind the throttle of a Empisal overlocker!

Before I fire up the overlocker, I grab a few stubbies of MGS then spit and swear just to hit a couple of ball-swinging touch stones. Twenty-five minutes into my overlocker housecat moto, I have a genuine crusty, non-shiney jacket ready to serve me for another 12 months, but alas I can not sit here raving about sewing machines as I need to go do a burnout in my SS. If I do not go fry the treads off my ute, I may just google 'DIY pants pattern for overlocker'!



## RED'S RED HOT TIP

DAMN... IF YA want something done, ya gotta do it yaself ...

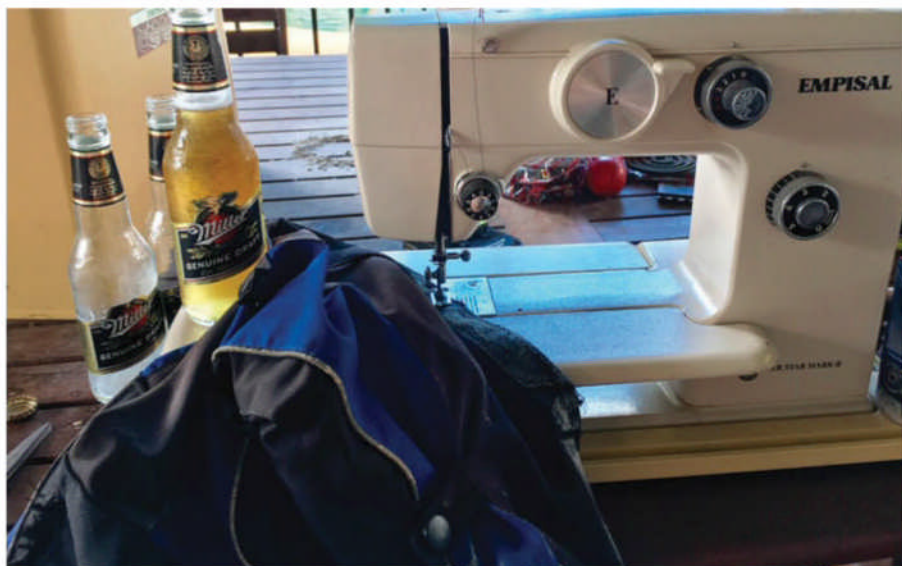
I have been reading *ADB* since GE [that's founding editor Geoff Eldridge, kids]. I have largely ignored tech tips as I find maintenance as boring and dirty as an \$80 midday hooker... but like Neil says "comes a time"... and now I would like to finally add my article to the tech tip section.

It does not relate to exciting components such as spoke tension or fork oil levels but rather pork. Yep, that tasty animal. Each month when I buy the new *ADB* I head into my shed, switch off the phone and read every word but I get hungry around page 30 and have to stop and go get food.

So, to save all you good folk the trouble, I would like to submit my 'tech tip' for reading an entire *ADB* without hunger. Pork. Get a slab o' pork belly. Cut braids and plait. Whack on salt. Whack on olive oil. Jam in oven for one hour at 180degrees.

When ready, take new mag and crispy pork belly into shed and hold it flat ladies.. it's about damn time someone started talking about pork in tech tips. Long overdue... buuuuurp.. cuse me!

***When I am forced to buy new gear  
I throw it in the tray of my ute or in  
my dog's bed for a week***







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